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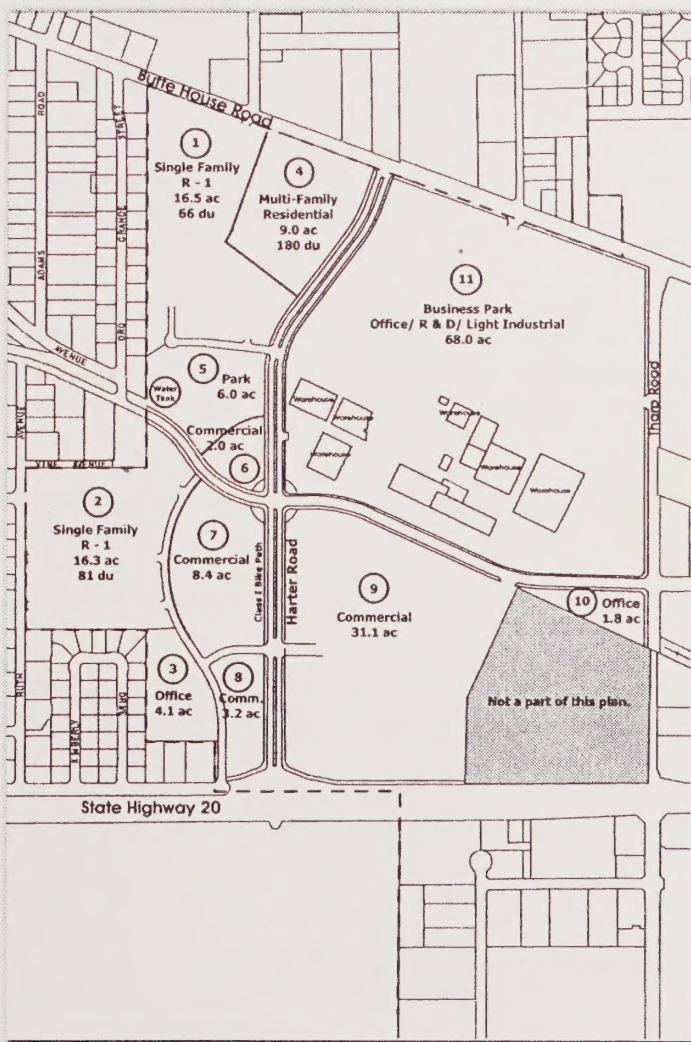
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Yuba City, California

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Yuba City Harter Specific Plan





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RESOLUTION NO. 04-197

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
ADOPTING THE HARTER SPECIFIC PLAN (SP 01-01)

WHEREAS, Section 65450 et seq. of the California Government Code provides for the preparation and adoption of specific plans;

WHEREAS, the Planning Commission, after reviewing the proposed Harter Specific Plan for the development of 180 acres located on the north side of Highway 20 at Harter Road and conducting a public hearing on October 13, 2004, recommended approval to the City Council for the adoption of the Harter Specific Plan;

WHEREAS, prior to approving the proposed Harter Specific Plan, the City Council adopted Resolution No. 04-196, Certifying the Final Environmental Report, Making Findings Concerning Mitigation Measures, Adopting a Mitigation Monitoring and Reporting Program, Making Findings Concerning Alternatives and Adopting a Statement of Overriding Considerations in accordance with the California Environmental Quality Act for the Harter Specific Plan – Yuba City Marketplace project;

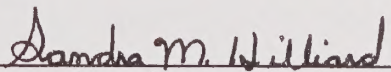
WHEREAS, the City Council has reviewed the Harter Specific Plan and conducted a public hearing.

NOW, THEREFORE BE IT RESOLVED and ordered by the City Council of the City of Yuba City as follows:

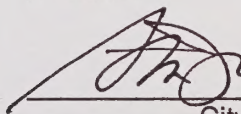
1. The Harter Specific Plan and its procedure for adoption complies with the requirements of Government Code sections 65450- 65457, including section 65451 regarding the required contents of a specific plan.
2. The Harter Specific Plan is consistent with the City of Yuba City's General Plan. The basis for this conclusion includes, but is not limited to, the reasons as set forth in Appendix B of the Harter Specific Plan and Yuba City Marketplace Final EIR, entitled 2004 General Plan Update/Harter Specific Plan Consistency Analysis, which is made a part of and incorporated herein by this reference.
3. The Harter Specific Plan is part of the Project included and analyzed in the EIR for the Harter Specific Plan and Yuba City Marketplace project. Therefore, all potential impacts of the Harter Specific Plan are analyzed in the EIR certified by the City Council.
4. The City Council approves the Harter Specific Plan (SP 01-01), attached hereto as Exhibit A and incorporated herein by this reference.

The foregoing resolution was duly and regularly introduced, passed and adopted by the City Council of the City of Yuba City at a special meeting thereof held on the 26th day of October, 2004 by the following vote:

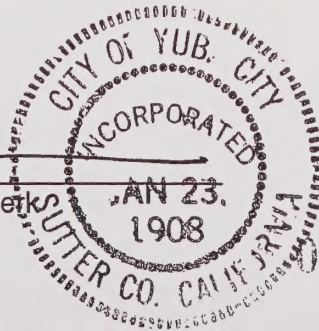
Ayes:	Councilmembers Barkhouse, Cartoscelli, Doolittle, Hellberg and Mayor Hilliard
Noes:	None
Absent:	None


Mayor Sandra Hilliard

ATTEST:



City Clerk



04 197

Yuba City, California

Yuba City Harter Specific Plan

Prepared for:

Yuba City Community Development Department
1201 Civic Center Blvd.
Yuba City, CA 95993

Prepared by:

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Roseville, CA 95678
(916)784-7823

In Association With:

Wade Associates
kdAnderson Transportation Engineers

February, 2003



SECTION 1.0

INTRODUCTION

The *Harter Specific Plan* project is located on the western edge of Yuba City. Although the Yuba City limits are located immediately west of the project site, it is essentially an infill project and is bordered by residential and other forms of development that have occurred in the unincorporated Yuba City area under County jurisdiction.

In 2000, Yuba City annexed approximately 222 acres consisting of properties under multiple ownership. The principal landowner was the Harter Packing Company, which owned slightly more than 198.4 gross acres of the annexation area. Approximately 18.4 acres of the Harter Packing Company contiguous ownership was sold and currently contains a large home improvement store (Home Depot) and a restaurant, and two undeveloped parcels. The 18.4 acres are not included in the *Harter Specific Plan* area. The City is requiring the preparation of a Specific Plan for the remaining 180± gross acres prior to the commencement of additional development.

1.1 PURPOSE

The purpose of this Specific Plan is to provide guidance for the orderly development of the Harter Packing Company site. The City desires to plan and monitor development of the area in a comprehensive manner. This Specific Plan includes proposed land uses, design guidelines, specific plan policies and standards, location of proposed infrastructure including roads, and an implementation/financing element.

GOALS AND OBJECTIVES OF THE SPECIFIC PLAN

The first goal of the *Harter Specific Plan* is to provide for the orderly and systematic development of the Plan area, compatible with and complimentary to the City of Yuba City. Objectives of the Specific Plan include the possible phase out of the cannery now located on the site and development in a manner consistent with the characteristics and limitations peculiar to the site, and the policies of the *Yuba City Urban Area General Plan* and implementing ordinances, e.g., Design Guidelines, Zoning and Subdivision ordinances. Notwithstanding existing city policy and regulation, all individual development projects within the planning area are subject to the goals, policies and guidelines set forth in the Specific Plan.

It is the intent of this Specific Plan to be a guide for the development of the Harter Packing Company property. Policy statements form the foundation of this Specific Plan in guiding future development patterns and intensities in the Plan area.

Anticipated outcomes of the Specific Plan include:

- Providing additional residential land meeting Yuba City standards and needs;

- Providing an additional employment center within the City;
- Creating business park and commercial development opportunities while enhancing the physical environment of the City;
- Creating an efficient circulation pattern on the west side of the City; and
- Creating well-planned mixed use development in the *Harter Specific Plan* planning area.

To accomplish the above, the *Harter Specific Plan* incorporates an amendment to the City's General Plan and Zoning Ordinance as follows:

General Plan: A General Plan amendment from Agricultural Holding (AH) and Light Industrial (LI) to Low Density Residential (LDR), Medium Density Residential (MDR), Public and Quasi-Public (P), Light Industrial (LI) and Community Commercial (CC). An approximate 12-acre area on the westernmost portion of the project site will remain Low Density Residential (LDR).

Zoning: A zone change from Agriculture Holding (A-H) and Light Industrial (M-1) to One Family Residence (R-1), Multiple-Family Residence (R-3), Commercial Office (C-O), Neighborhood Convenience Commercial (C-1), Community Commercial (C-2), General Commercial (C-3), Heavy Commercial/Light Industrial (C-M) and Public Facilities (PF). All zoning designations will have the Specific Plan (SP) Combining District.

ORGANIZATION OF THE SPECIFIC PLAN

The Specific Plan document contains the following sections that address the following specific subject areas:

1. Introduction
2. Existing Conditions and Issues of Significance
3. A Development Plan including:
 - Specific Plan Goals and Objectives
 - Land Use Plan
 - Circulation Plan
 - Public Facilities and Services
 - Project Design
 - Specific Plan Policies
4. Implementation and Financing Plan

1.2 SETTING

The Specific Plan area is located in western Yuba City, in Sutter County, California. Yuba City lies near the center of the Sacramento Valley at the confluence of the Yuba and the Feather Rivers. The regional location is shown in Figure 1.1 (Location Map). Topography in the area is generally flat and highly modified through urban and agricultural land leveling and grading. Levees and canals have been constructed throughout the region to protect the area from floodwaters and provide for agricultural irrigation.

Figure 1.2 (Vicinity Map) depicts the location of the Specific Plan area. Highway 20 is the southern boundary of the Plan area, Butte House Road is the border to the north, Tharp Road to the east, and the City limit line to the west.

Existing surrounding land uses in the project vicinity include medium and low density residential, general and community commercial, businesses, agriculture, orchards, a church, and vacant lands. Existing surrounding land uses will be discussed in greater detail in the Compatibility with Surrounding Land Uses discussion included in Section 2.2.

Existing on-site land uses located within the Specific Plan area include: an operating cannery and packing plant, a railroad right-of-way and two railroad spurs, cannery wastewater disposal area, the Harter House and three other single family dwellings.

PROPOSED LAND USE

The Specific Plan area will be developed according to market demand. Required infrastructure will be constructed during the development process. Proposed land uses are shown in the Land Use Diagram shown in Figure 3.1 located in Section 3 of this plan. A more complete discussion is contained in Section 3.

A 5-acre neighborhood park will be developed by the City as funding is available. One acre adjacent to the neighborhood park will be reserved for a water tank.

1.3 LEGAL AUTHORITY

The requirements for a specific plan are described in Sections 65450 through 65457 of the California Government Code. This statute requires that a specific plan must be consistent with the adopted General Plan of the jurisdiction in which the plan area is located. It further states that all subdivision, development, and zoning regulations must be consistent with the specific plan.

A specific plan must contain a text and diagram (map) which specifies the following:

1. The distribution, location, and extent of the uses of land, including open space.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water drainage, solid waste disposal, energy,

and other essential facilities proposed to be located within the specific plan area and needed to support the land uses described in the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out 1 through 3 above.

In addition, a specific plan is required to include a statement of the relationship to the general plan.

I.4 RELATIONSHIP TO GENERAL PLAN

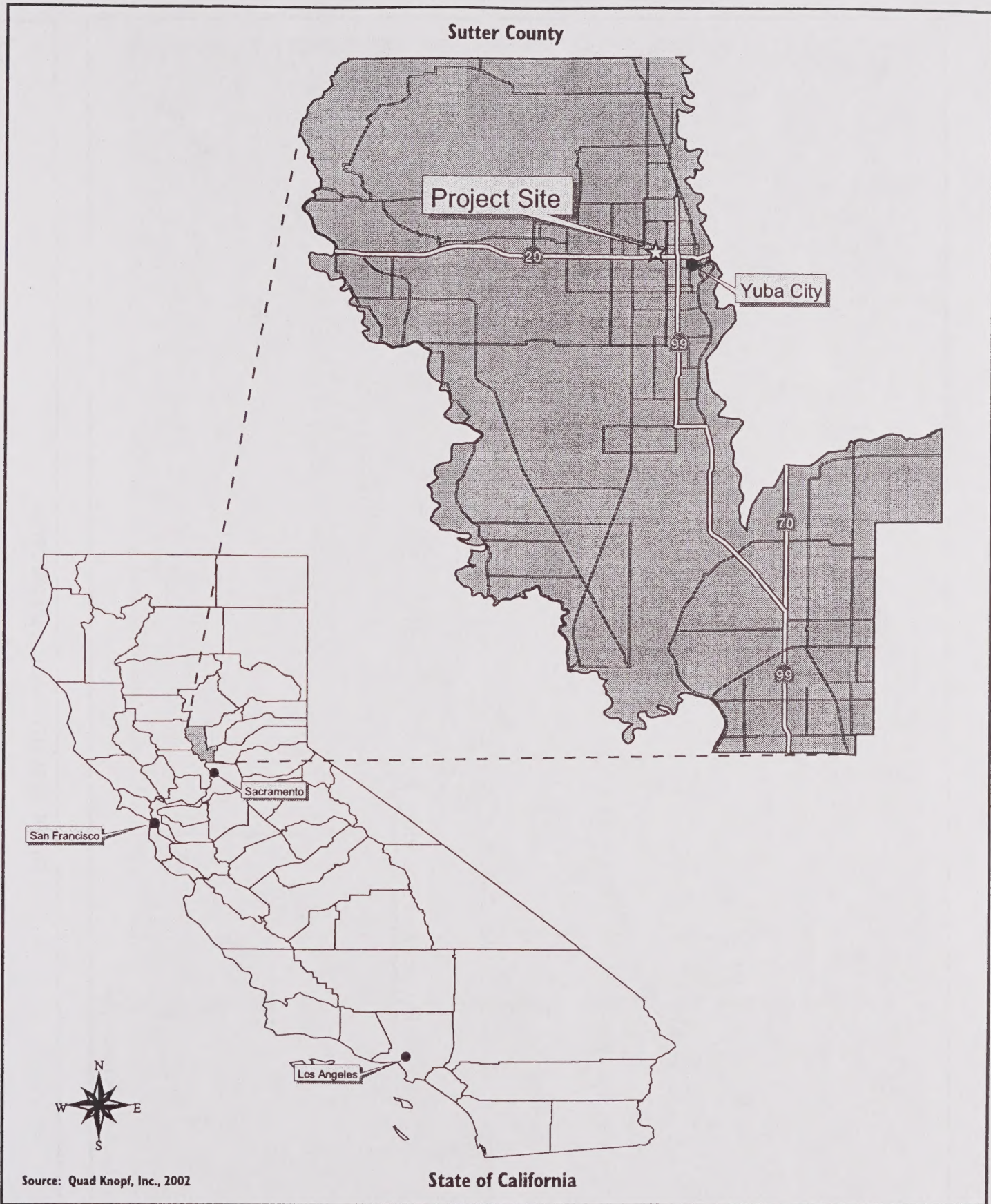
This *Harter Specific Plan* implements and is consistent with the goals, policies and objectives of the *Yuba City Urban Area General Plan*. Further discussion of the relationship of the City's General Plan to the *Harter Specific Plan* is included in subsequent sections, as applicable.

If conflicts occur between subsequent amendments to the *Yuba City Urban Area General Plan* and the *Harter Specific Plan*, the provisions of the General Plan, as amended shall govern.

I.5 RELATED DOCUMENTS

An Environmental Impact Report (EIR) has been prepared for the *Harter Specific Plan* as required by the California Environmental Quality Act. The EIR identifies potential significant adverse environmental impacts which could result from development proposed by this Specific Plan. The EIR also recommends mitigation measures to reduce or eliminate potential adverse impacts. Identified mitigation measures have been incorporated into the project design where feasible. A mitigation monitoring plan has been developed to ensure implementation of required mitigation measures.

After adoption of the Specific Plan, subsequent approvals such as tentative subdivision maps, design reviews, and/or conditional use permits will be required. If subsequent development proposals are consistent with the Specific Plan, subsequent environmental analysis may not be required. If conditions change from that considered and approved in the Specific Plan, further environmental analysis may be required. The level of subsequent environmental review will be based on the results of an initial environmental analysis and the nature of any proposed changes. However, in accordance with Section 15182(a) of the CEQA Guidelines, it is the intent of this Specific Plan that residential development projects will not require additional environmental review.

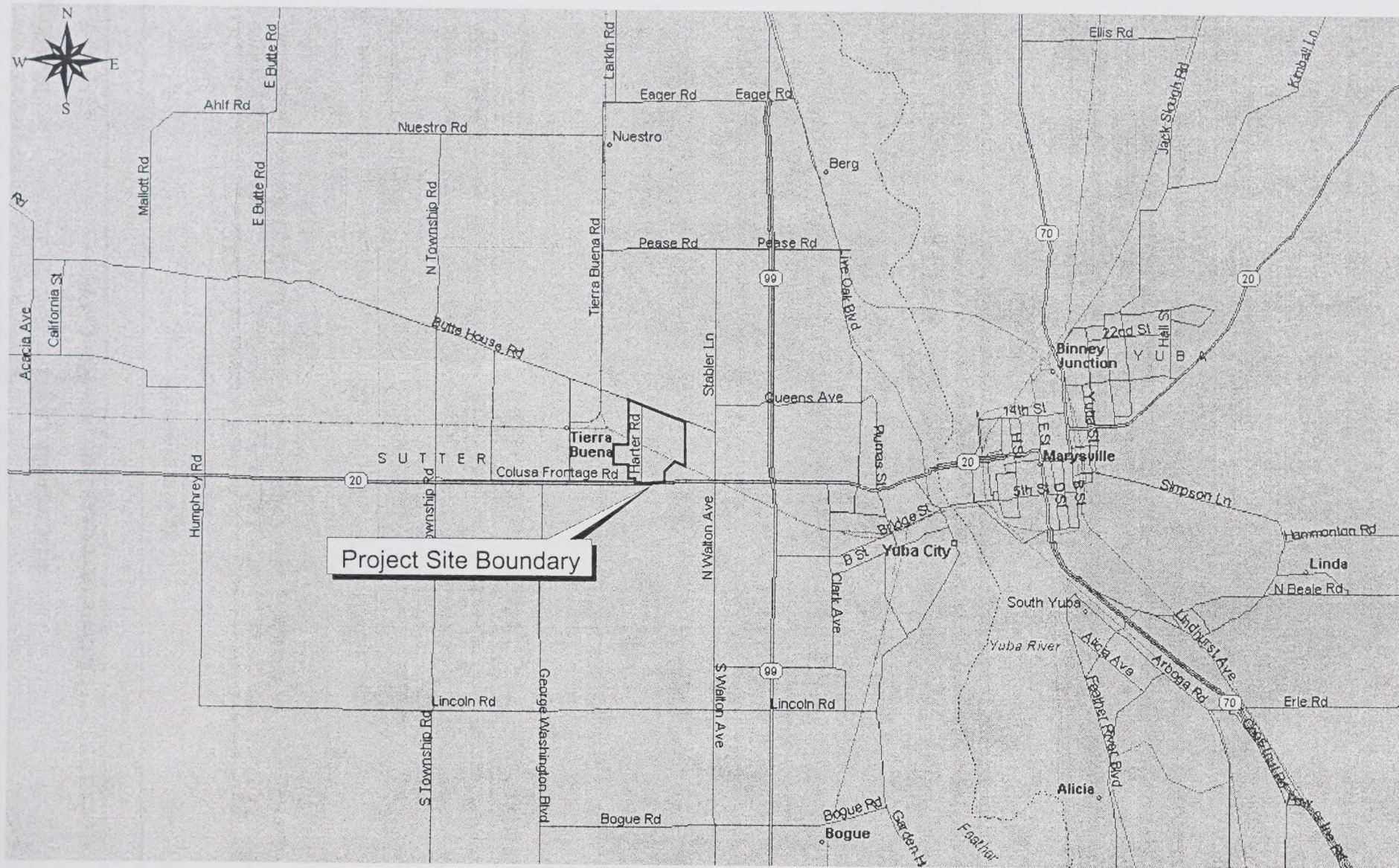


Quad Knopf

CITY OF YUBA CITY - HARTER SPECIFIC PLAN

Location Map

Figure I.1



Source: Microsoft Streets & Trips, 2001 / Quad Knopf, Inc., 2002

Section 2.0

Existing Conditions & Issues of Significance

SECTION 2.0

EXISTING CONDITIONS AND ISSUES OF SIGNIFICANCE

2.1 REGIONAL CONTEXT

The overall area for the *Harter Specific Plan* encompasses approximately 180± gross acres. The site lies on the westerly edge of the City of Yuba City between Highway 20 and Butte House Road to the north and south, and the City limit line and Tharp Road to the west and east respectively. The Specific Plan area vicinity is currently characterized as having a mix of both urban and agricultural land uses. An 18.4 acre property located on the northwest corner of Highway 20 and Tharp Road is excluded from the Specific Plan area. Figure 1.2 (Vicinity Map), depicts the location of the *Harter Specific Plan* area in relationship to the remainder of the city.

2.2 EXISTING LAND USES

SURROUNDING LAND USES

The Specific Plan area is surrounded by vacant, light industrial, commercial and single-family residential land uses. Figure 2.1 shows existing land uses. Surrounding land uses are summarized as follows:

North:	Mobile home park, mixed residential, commercial
South:	Commercial, vacant, heavy commercial/industrial, residential
East:	Vacant, office, community commercial
West:	Residential

ON-SITE LAND USES

The Harter Packing Company, an operating cannery and packing house, utilizes approximately 50 acres of the property for its cannery and warehousing operations. The cannery and warehouse facilities are located north of the Union Pacific Railroad and east of Harter Road near the center of the property. A cannery wastewater disposal area and a railroad spur serve the operation.

The Harter House is located on the west side of Harter Road across from the Harter Packing Company office. Built in 1872, this structure is on the *Yuba City Urban Area General Plan* list of historic places. Three additional houses were placed on the property during the first half of the 20th century for family members and/or plant managers and are located along the Highway 20 frontage road east of Harter Road.

An 80-foot Union Pacific Railroad (formerly Sacramento Northern Railroad) right-of-way traverses the site. Tracks enter the property at Tharp Road and continue west to Harter Road, terminating at that point. There are two spurs serving the cannery and warehouses, however, only the easternmost spur is active. The tracks exist at this time solely to serve the cannery, packing house and warehouses; there are no other rail-dependent uses west of Tharp Road.

Much of the remaining property is spray irrigated during peak season with treated cannery wastewater and supports both winter and summer crops.

2.3 THE EXISTING CIRCULATION SYSTEM

An overview of the existing circulation system is presented below. Additional detail will be given in the Circulation Plan discussion contained in Section 3.

ROADWAYS

Several major roads provide access to the Specific Plan area. Highway 20 is a four-lane expressway located along the southern edge of the project area. Highway 20 connects the project with the Yuba City-Marysville urban area and Highway 99 to the east, and with the balance of Sutter County to the west. The northern edge of the Specific Plan area is bordered by Butte House Road, a two-lane arterial street that links the project with northern Yuba City. Tharp Road is an urban collector street that extends along the eastern boundary of the Specific Plan area. Local access to the Specific Plan area is via Harter Road, a two-lane north-south urban collector street that bisects the Specific Plan area, and Poole Boulevard, an east-west collector street on the east side of the Specific Plan area.

Other significant roadways in the area include Blevin Road and Elmer Road, which extend north from Butte House Road along the Specific Plan Area boundary. A portion of the Specific Plan Area extends to the west and is bordered by Ruth Avenue to the west and Vine Avenue to the north.

PUBLIC TRANSPORTATION

The Yuba-Sutter Transit Authority offers fixed route service in Yuba City and Marysville, weekday commuter services to downtown Sacramento and Lincoln, and a reservation only service called the Foothill Route. Yuba-Sutter Transit also offers the Dial-a-Ride Service in the Yuba City, Marysville, Linda and Olivehurst areas.

Yuba-Sutter Transit has two routes with stops near the project site. Route 1, Yuba City to Yuba College, has a terminal point stop near Sam's Club on Walton Avenue approximately one block south of Highway 20. Route 5, Southwest Yuba City, has stops located on Tharp Road near the Butte House Road and Poole Boulevard intersection.

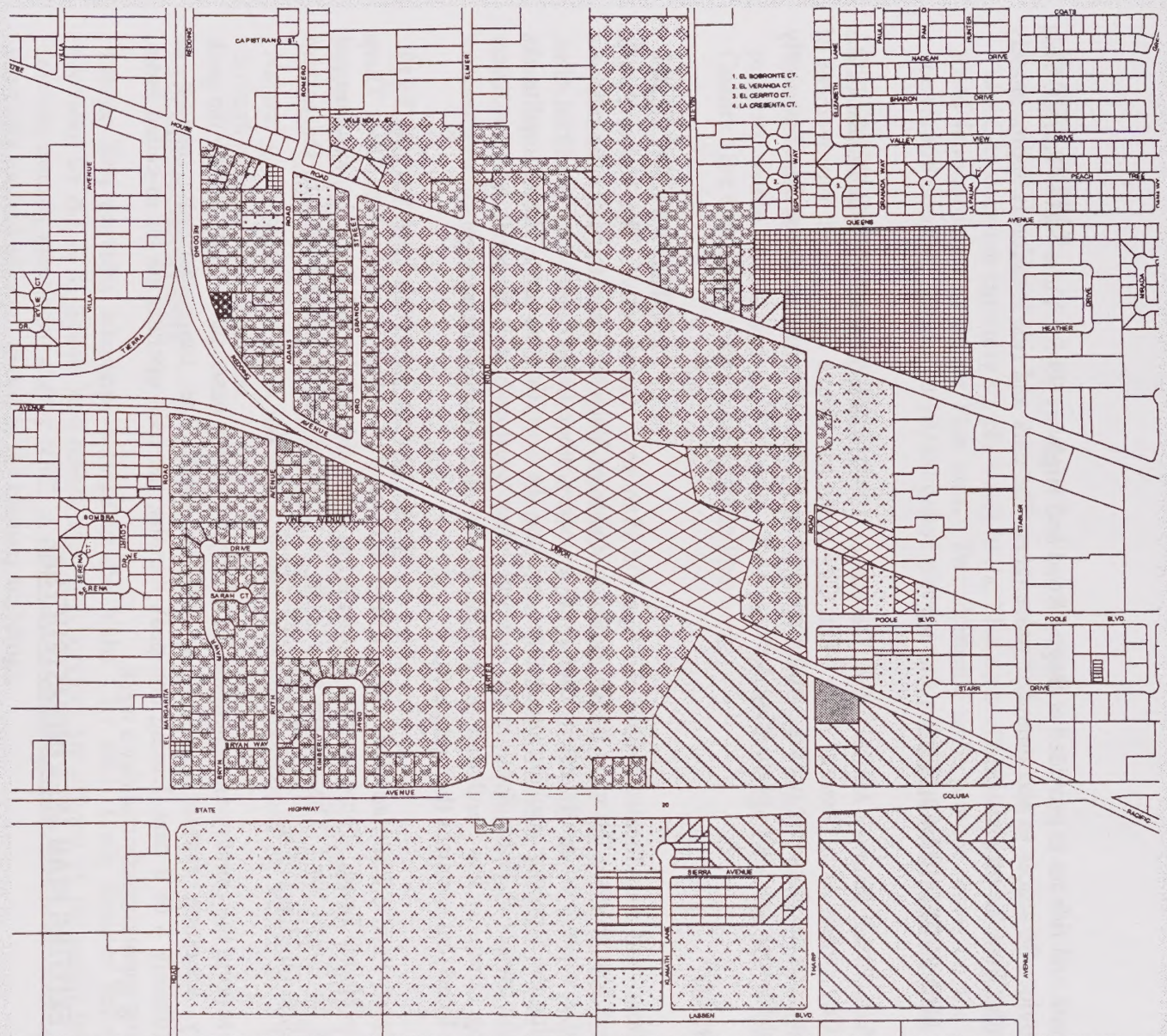
LEGEND

-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Agricultural
-  Fallow
-  Vacant
-  Neighborhood / Community Commercial
-  Office / Commercial
-  General Commercial
-  Heavy Commercial / Light Industrial
-  Industrial
-  Utilities



400 0 400 800 1200 Feet

Source: Quad Knopf Inc., 2002



CITY OF YUBA CITY - HARTER SPECIFIC PLAN Existing Land Uses

Figure 2.1

One park and ride lot is provided at Bogue Road and Highway 99 for Yuba-Sutter Transit. This lot provides 88 spaces to accommodate passengers. The park and ride location is approximately 3 ½ miles from the project site.

BIKE AND PEDESTRIAN NEEDS

The *Yuba-Sutter Bikeway Master Plan* (December 1995) was incorporated by reference in the *Yuba City Urban Area General Plan*. The City plans to achieve incremental improvement of bike lanes as development occurs. An existing Class I bikeway on Butte House Road currently ends at Hooper Road west of the Plan Area.

RAILROAD

A railroad and spur located within the Specific Plan area remain active. The Union Pacific Railroad spur starts at the main tracks on the east side of Yuba City and traverses the city in a generally western to northwestern direction. It serves other industrial and commercial sites, including the Sunsweet packing site, before reaching the Specific Plan area. The railroad tracks enter the project at Tharp Road on the east and extend west ending at Harter Road. The Harter Packing Company has purchased the portion of the abandoned railroad right-of-way west of Harter Road that traverses their property.

The Union Pacific Railroad owns the rail and right-of-way within the Plan Area from Tharp Road to Harter Road. There are two spurs on the north side of the rail line. The westernmost spur is no longer used. The eastern spur leads to a siding still in use adjacent to the eastern warehouse buildings of the Harter Packing Company cannery.

Trains serving the cannery are scheduled on a daily to weekly basis, particularly during the peak cannery operating season (mid-July to mid-October). The trains generally consist of approximately 8 or 9 cars. During non-peak months, the train operates on an as-called basis, operating approximately one day a week.

2.4 EXISTING PLAN AREA INFRASTRUCTURE

An overview of the existing Specific Plan area infrastructure is presented below. Additional detail will be given for each type of service or facility in the Public Facilities and Services discussion in Section 3.

WASTEWATER COLLECTION, TREATMENT AND DISPOSAL

Existing wastewater facilities in the project vicinity include sewer lines to the Home Depot site at Tharp Road and State Highway 20. The Specific Plan area is not currently served by the City's sewer collection system. Wastewater generated by cannery operations is disposed of by land application to adjacent cropland. On-site septic systems are utilized for domestic wastewater.

WATER SUPPLY

Yuba City does not currently supply water to the Plan area. There is a 10" water main on Tharp Road immediately east of the Plan area. Two domestic wells provide water for the existing houses and cannery. There is a 10,000 gallon storage tank adjacent to each well location.

DRAINAGE AND FLOOD CONTROL

The Plan area is within Sutter County Zone of Benefit #6. An 84-inch drainage pipe crosses the property within the railroad right-of-way. This pipe carries drainage from the site to the Sutter County Live Oak Canal west of the Specific Plan area.

SOLID WASTE DISPOSAL

Yuba-Sutter Disposal Inc. (YSDI), provides solid waste collection service to the Specific Plan area. The YSDI has a ten-year contract (expiring in 2011) with the City for disposal of municipal refuse at the Ostrom Road Landfill near Wheatland. Sludge generated from cannery wastewater is removed by a contracted hauler and transported offsite where it is used as a soil amendment for agricultural land.

ELECTRICITY AND NATURAL GAS SERVICE

Electricity and natural gas service for the Specific Plan area are provided by Pacific Gas and Electric Company (PG&E) from facilities located near the project area within Yuba City. Natural gas is purchased from individual producers then transported by PG&E to Yuba City through pipelines from the west.

TELECOMMUNICATIONS

Pacific Bell provides telephone service to the Yuba City area. Long distance services are provided by AT & T, Sprint, and others. Business services are offered by the major telephone services already mentioned and by NEC. A monopole containing antennas for wireless service is currently located adjacent to one of the cannery buildings.

FIRE PROTECTION AND EMERGENCY MEDICAL RESPONSE

Fire protection in the Plan area is provided by the Yuba City Fire Department. The Fire Department provides fire and emergency response, fire prevention and planning, protection, suppression and emergency medical services within the City.

The Fire Department staff includes 2 or 3 permanent firefighters on call 24 hours a day, 365 days a year, at each fire station. The Department is backed up by volunteers when required. The Fire Department currently has a permanent staff of 39 firefighters, 4 administrative staff, and 17 interns and volunteers.

Ambulance service in Yuba City is provided by Bi-County Ambulance, a private business. The ambulance responds to emergency medical calls. Fire and emergency medical service calls may require response from more than one station.

The nearest fire station, and the one most likely to first respond to the Specific Plan area, is Station #7 at 2855 Butte House Road, approximately 0.8 miles from the cannery location. The Harter Packing Company has an emergency plan on file with the Fire Department.

Mutual Aid Agreements and Memoranda of Understanding (MOUs) are in place between Yuba City and Sutter County, Marysville, and Beale Air Force Base.

POLICE PROTECTION

The Yuba City Police Department provides police and public safety services in Yuba City. The main station is at 1645 Poole Blvd., approximately $\frac{3}{4}$ mile from the Specific Plan area. Fire station sites are also occasionally used by police officers for short-term activities.

PARKS AND RECREATION

Yuba City encourages creation of park, recreation and open space areas through planning policies contained in the General Plan. The General Plan suggests there should be 10 acres of open space per 1,000 residents. This acreage standard includes all small and larger parks (including parts of school sites developed as parks), cultural centers, natural areas, trails, lake or water courses, family and group picnic areas, golf courses, tennis courts, sports and civic centers, plazas and squares, and greenbelts.

Existing park sites in the vicinity of the Plan area include one 5.5-acre neighborhood park (Greenwood Park) located approximately $\frac{1}{2}$ mile northeast, and one school used as a park during non-school hours (April Lane School) located approximately one mile northeast.

SCHOOLS

The Plan area is within the Yuba City Unified School District. The following District schools serve the area.

Elementary Schools:

- Tierra Buena Elementary (K-8), 1794 Villa Avenue serves students living west of Harter Road.
- Butte Vista Elementary (K-5), 2195 Blevin Road serves students living east of Harter Road.

Middle School:

- Gray Avenue, 808 Gray Avenue (Grade 6-8) includes students from Butte Vista Elementary School.

High School:

- Yuba City High, 850 B Street (Grades 9-12). All students in Yuba City attend Yuba City High School.

2.5 IDENTIFIED ISSUES OF SIGNIFICANCE IN DETERMINING PLAN APPROACHES

An early step in the process of developing the *Harter Specific Plan* was the identification of issues that might potentially be influential or determinant in the establishment of the ultimate nature and content of the plan. A number of meetings with City officials, property owners and the public, including charettes (workshops), were conducted to secure input regarding concerns which would potentially affect the planning process. In the following paragraphs, the issues perceived by property owners, the City Staff, the Planning Commission, City Council, neighbors, and members of the public as being important to shaping the Specific Plan are restated. Each issue and/or constraint is listed in the context of the general aspect of the Specific Plan area environment or planning process to which it most appropriately applies.

LAND USE AND COMMUNITY DESIGN

- Land use planning in the *Harter Specific Plan* area must be consistent with the livable cities and smart growth concepts embodied in the City's design standards and the Downtown Specific Plan. A concern is that the aesthetics of the area will be overlooked as development occurs in the Specific Plan area.
- At the time of preparation of the *Harter Specific Plan*, the cannery remains operational but may be phased out over time. The plan needs to address land use compatibility issues in light of the variety of surrounding land uses, including the potential incompatible reuse of existing buildings.
- Development has occurred over the years in the vicinity of the cannery. When the cannery was originally developed, surrounding land uses were compatible. Compatibility issues range from air quality, odor, wastewater disposal, seasonal traffic, and noise and a variety of other environmental issues associated with the canning process.
- Since development in the *Harter Specific Plan* area is considered "infill" development, it must address the interface between existing and subsequent development of the *Harter Specific Plan* area with surrounding land uses. The plan must be designed to be acceptable to surrounding neighbors.

- While providing a mixture of land uses, development of the business park and commercial land uses in the Specific Plan area needs to be implemented in a manner such that potential land use conflicts are not realized.
- The City's Central Business District (core area) is located 1.7 miles east of the Specific Plan area. There is currently no "core area" on the western side of the City. A core area is needed for the City's west side that will provide a pedestrian scale plaza and central place.
- To minimize land use conflicts with existing residential development to the west, residential development located within the Specific Plan area should be developed along its western edge. Buffers are needed to separate dissimilar land uses.
- The *Harter Specific Plan* has the potential to serve the City's economic development goals including providing a significant employment land use component.

CIRCULATION

- Development of the *Harter Specific Plan* area will result in increased daily vehicle trips. Traffic improvements will be needed to deliver an adequate level of service.
- Since the City's Level of Service standard will be otherwise exceeded, a traffic signal at the intersection of Harter Road/Butte House Road will be needed before full build out of the Specific Plan area.
- To accommodate North-South traffic circulation in western Yuba City, Harter Road, the primary street in the Specific Plan area, needs to be extended northward and southward eventually intersecting with Pease Road to the north and Bogue Road to the south.
- To enhance east-west circulation, in western Yuba City, Poole Boulevard needs to be linked to Jefferson Road.
- A bike path needs to be constructed that will connect to the existing Sutter County Bikeway system. This Class I Bike Path should provide north-south and east-west links through the project area.
- The circulation plan in the Specific Plan area needs to be designed so as to segregate high impact commercial traffic from residential areas.

PUBLIC SERVICES

- Since there are no parks in close proximity to the project area and surrounding residential land uses, a site for a neighborhood park is needed within the Specific Plan Area.

- City water and sewer are currently located east of the Specific Plan Area. Extensions and development of water and sewer infrastructure are needed to develop this and other nearby sites.
- The cannery disposes of wastewater on 95 acres adjacent to the site. Cannery wastes will need to be disposed off-site, if the cannery remains in operation.
- There are currently a retention basin and drainage ditches on site. On and off-site drainage infrastructure needs to be addressed for the Specific Plan and surrounding area.

URBAN DESIGN AND AESTHETICS

- The landscape and aesthetic treatment of the Highway 20/Harter Road intersection needs to ensure an attractive gateway into the *Harter Specific Plan* area.
- Common areas need to be reserved in the Specific Plan area. A sense of identity needs to be established through common area features such as landscape corridors, signage and intersections.
- General design standards in accordance with City design criteria are needed. Through the development and implementation of *Harter Specific Plan Design Guidelines*, all necessary on-site improvements and an attractive development will be ensured.
- An overall vision for the *Harter Specific Plan* area needs to be defined. A framework for community design in a manner consistent with livable cities and smart growth concepts should be developed.

ADMINISTRATION

- Flexibility in the administration of the Specific Plan will be essential. The Specific Plan should, therefore, specify development capacities, design and performance standards. The Specific Plan should also identify infrastructure needs, financing responsibilities and requirements for improvements.

Discussion of the issues outlined above continued throughout the plan preparation process. These discussions helped to determine the land use distribution, circulation plan, infrastructure plan, and design standards ultimately incorporated in the Specific Plan.

Section 3.0

Development Plan for the Harter Specific Plan

SECTION 3.0

DEVELOPMENT PLAN FOR THE HARTER SPECIFIC PLAN

This section presents the development plan for the *Harter Specific Plan*. There are six separate development plan elements: goals and objectives, land use, circulation, public facilities and services, project design and policies.

The *Harter Specific Plan* has been developed to facilitate the attainment of the goals, objectives and policies of the *Yuba City Urban Area General Plan*. In furtherance of this purpose, specific goals, objectives and policies have been formulated, which apply to the Specific Plan area and are an integral part of the Specific Plan.

3.1 DEFINITIONS

A **Goal** sets forth a direction. It is an ideal future end, condition or state related to the public health, safety, or general welfare, toward which planning or implementation measures are directed. A goal is a general expression of community values and, therefore, is abstract in nature. Consequently a goal is typically not quantifiable, time-oriented or suggestive of specific actions for its achievement.

An **Objective** is a quantifiable or measurable target that represents an incremental step towards achievement of a specified goal. Objectives can be stated in quantitative terms or as measurable milestones to measure progress towards a goal.

A **Policy** is a specific statement that guides decision-making. It indicates a clear commitment of the local legislative body. A policy is best stated when it is clear and unambiguous. Policy statements form the foundation of this Specific Plan in guiding future development patterns and intensities in the Specific Plan area.

3.2 GENERAL PLAN GOALS AND POLICIES

A review of the applicable goals and policies of the *Yuba City Urban Area General Plan* follows. These statements represent the general expectations of the City of Yuba City, when preparing, adopting, and implementing the *Harter Specific Plan*.

Goals

- Provision of parks and recreational opportunities.
- Enhancement of the City image in the eyes of the citizens and the traveling public.
- Improvement to the local economy.

- Provision of adequate water quality and quantity to the Urban Area.
- Urban Development shall be connected to a sanitary sewer system.
- Adequate streets and highways shall be provided and maintained to serve existing and future populations of the Urban Area.
- Bikeways should be provided to facilitate use of bicycles as alternative modes of transportation.
- Establishment and preservation of adequate space for community growth.
- Refinement of existing and future developments to assure compatibility.
- Promotion of accessibility between home, job, shopping, education, recreation, and social and cultural facilities and between industry and workers, materials, power and markets.
- Separation of incompatible usage and association of compatible and mutually beneficial uses.
- Encourage the adequate supply of various housing types at various densities to meet the needs of all income groups and insure that housing opportunities are open to all without regard to race, color, age, sex, religion, national origin, family status or physical handicap.
- Provide for the economical use of community resources to accomplish the most improvement at the lowest cost.
- Adequate drainage shall be provided to all Urban Areas.
- Provision of solid waste disposal for the Urban Area.

Policies:

It is the policy of the City that:

1. Service levels shall not fall below Service level “C” as defined for any street in the Urban Area.
2. Continued refinement of the existing street system to standards shown on the maps in this section shall occur and be appropriately prioritized in the annual capital improvements program. (Note: The General Plan designates Butte House Road as a 4 Lane Arterial, State Highway 20 as a 4-6 Lane State Highway, and Harter Road as a Collector. Amendments will be required to re-designate Harter to a 4 Lane Arterial, realign and extend Harter southward, and designate Jefferson Avenue and Poole Road to a Collector).

The policy of the City is to assure that:

1. The *Yuba Sutter Transit Plan* is implemented.
2. Additional transit opportunities are provided as is feasible.

It is the policy of the City to develop and maintain bikeways in the Urban Area.

It is the policy of the city that:

1. All new development in the Urban Area shall be connected to a public sewer system.
2. Existing development using septic tanks and leach lines for sewage disposal shall connect to public sewer systems upon failure of those private systems as determined by the Sutter County Department of Environmental Health.

It is the policy of the city that urban residents should enjoy access to good quality water in adequate quantities to provide for domestic, industrial and fire protection needs.

It is the policy of the city that:

1. Adequate drainage facilities shall exist for all existing and proposed development in the Urban Area prior to any new development occurring.
2. Drainage improvements shall be programmed to alleviate problems in existing developed areas.
3. Drainage systems shall be designed to eliminate, insofar as feasible, transport of toxic or hazardous materials.

It is the policy of the City that fire prevention, protection and suppression and emergency medical response at 1988 City levels of service is necessary and appropriate to all urban populations.

It is the policy of the City that police protection at 1988 levels of service in Yuba City is necessary and appropriate to all urban populations.

It is the policy of the City to:

1. Provide for park and recreation facilities for all residents of the City.
2. Provide for recreation programs to meet the needs of the citizenry.

3.3 SPECIFIC PLAN GOALS AND OBJECTIVES

The following statements are the specific goals of City of Yuba City in preparing, adopting and implementing the *Harter Specific Plan*:

- Ensure that development is compatible and complementary with existing and future uses of land within and in the vicinity of the Specific Plan area.
- Enhance economic development efforts in the western portion of the city through the creation of commercial and light industrial development opportunities.
- Enhance and improve the City's image through careful design of the *Harter Specific Plan* area and by ensuring high quality development.
- Protection of the quality of life enjoyed by existing and future residents within and in the vicinity of the Specific Plan area.
- Improvement of the delivery of services in the western portion of the city and in particular within the *Harter Specific Plan* area.
- Improvement of circulation patterns on the west side of the city and in particular within the *Harter Specific Plan* area.

The City of Yuba City's objectives in preparing, adopting and implementing the *Harter Specific Plan* are as follows:

- Locate commercial development within a designated commercial area that is complementary to and compatible with the City's civic core located ½ mile to the east, while providing shopping and job opportunities.
- Develop accessibility through improvements in the circulation system, including upgrades to Harter Road, extension of Poole Boulevard from Harter Road to Tharp Road, development of a Class I bike trail along Poole Boulevard extension and Harter Road, and encouragement of a pedestrian link with the civic center.
- Develop commercial parcels with quality building and site design according to *City of Yuba City Design Guidelines* and buffer commercial uses from existing and proposed residential uses.
- Develop commercial areas and parking facilities in accordance with City guidelines for lighting, signage and parking to protect nearby residential areas from excessive light, glare, headlights and noise.

- Develop accessible employment opportunities through creation of business, office, commercial and light industrial uses and through development of nearby housing opportunities.

3.4 LAND USE PLAN

Land use designations are shown on the *Harter Specific Plan* Land Use Diagram, Figure 3.1. The *Harter Specific Plan* proposes zoning to implement these land use designations as described below. Also summarized below is the subsequent entitlement process for the Specific Plan area to accommodate the development as shown on the Land Use Diagram. A more detailed description of the subsequent entitlement and approval process is provided in the Implementation Element.

ZONING AND ENTITLEMENT PROCESS

At the time of Specific Plan preparation, the Specific Plan Area was zoned M-1 (Light Industrial) and A-H (Agricultural Holding). With the adoption of this Specific Plan, the land use intensity and basic development pattern is set. Parcels are then zoned to be consistent with the General Plan land use designations. The SP (Specific Plan Combining District) designation is combined with all base districts to ensure that development meets the standards and regulations contained within the *Harter Specific Plan*. A list of compatible zoning districts is provided in Table 3.1.

Table 3.1

Compatible Zoning Districts

Land Use Designation	Compatible Zoning Districts
Single Family Residential	R-1 (SP)
Multi-Family Residential	R-3 (SP)
Commercial	C-1 (SP), C-2 (SP), C-3 (SP)
Office Commercial	C-O (SP)
Business Park/Light Industrial	C-M (SP)
Park/Public	PF (SP)

Where conflicts occur between the provisions in this Specific Plan and the *Yuba City Zoning Regulations*, the provisions of this Specific Plan shall apply. Where the Specific Plan does not address a specific provision, the *Yuba City Zoning Regulations* shall govern.

LAND USE ASSIGNMENTS

All land in the Specific Plan area is designated by a land use “bubble” with boundaries, acreages and units described on the Land Use Diagram, Figure 3-1. Table 3-2, Land Use Assignments, shows the assignment of acreages and units.

Table 3.2
Land Use Assignments

Parcel	Zoning	Land Use	Density*	Gross Acreage	Units
1	R-1 (SP)	Single Family Residential	4-5	16.5	66-83
2	R-1 (SP)	Single Family Residential	4-5	16.3	65-82
3	C-O (SP)	Office Commercial		4.1	
4	R-3 (SP)	Multi-Family Residential	20	9.0	180
5	PF (SP)	Park/Water Tank		6.0	
6	C-1 (SP)	Commercial		2.0	
7	C-2 (SP)	Commercial		8.4	
8	C-3 (SP)	Commercial		3.2	
9	C-2 (SP)	Commercial		31.1	
10	C-O (SP)	Office Commercial		1.8	
11	C-M(SP)	Business Park/Light Industrial		68.0	
		Total Road Right of Way		13.6	
Total				180.0	311-345

*Densities shown are averages used for planning purposes. Actual development density will be within the range provided in the General Plan.

Business Park/Industrial Land Uses

Approximately 68 acres in the northeast portion of the *Harter Specific Plan* are proposed for Business Park/Light Industrial use. This area contains the cannery and packing house that will eventually be phased out to allow for the development of a business park.

Commercial Land Uses

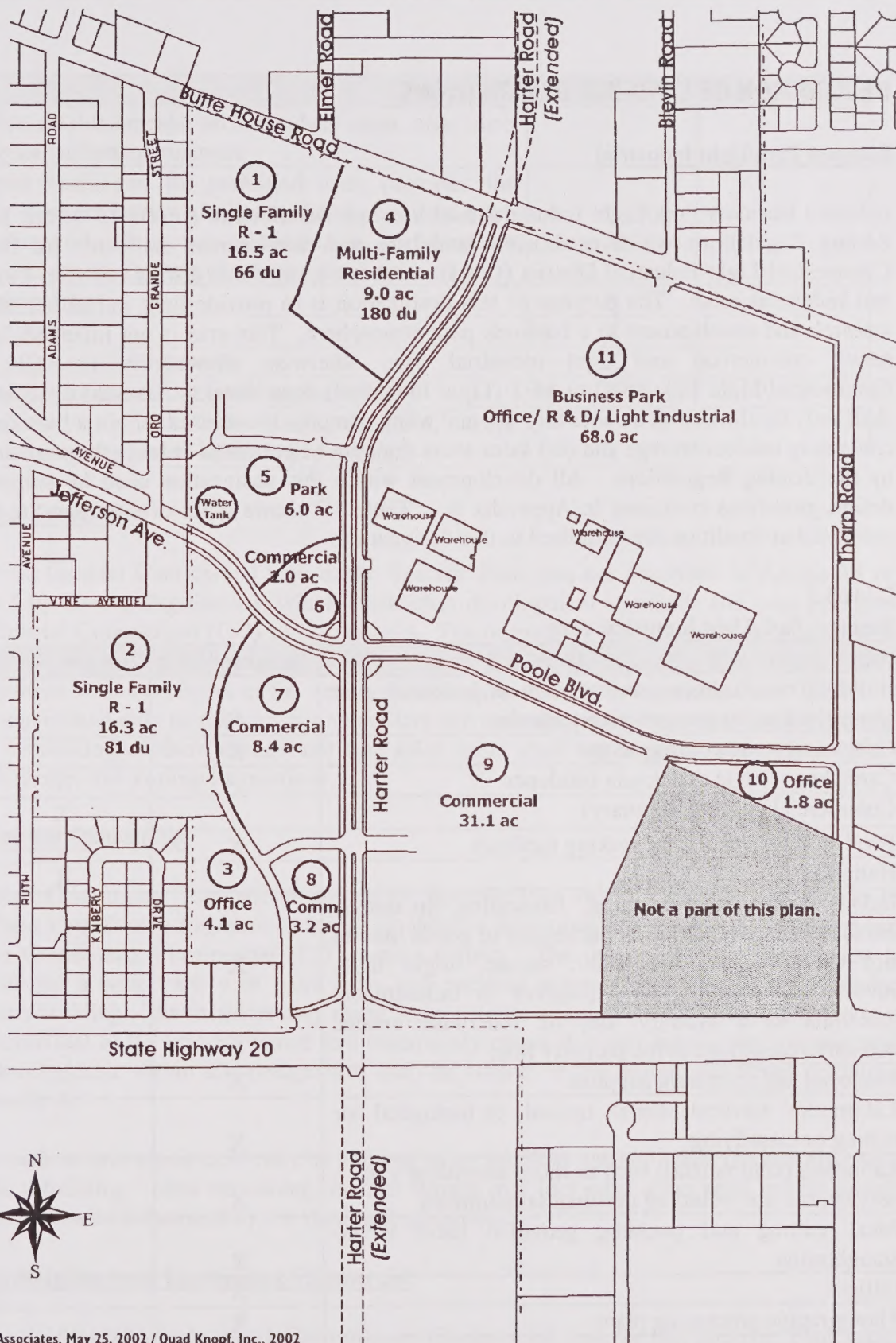
Approximately 50.7 acres are proposed for commercial development with approximately 6.0 acres proposed for office/commercial development. Three areas are proposed for Community Commercial Development. One area 31.1 acres in size and two parcels 8.4 and 3.2 acres in size. A 2-acre site proposed for a Village (neighborhood) Commercial Center.

Residential Land Uses

The western portion of the *Harter Specific Plan*, approximately 41.8 acres, is proposed for residential use. The larger portion, 32.8 acres, is planned for single family residential with an expected 4-5 unit per acre density or 131-165 units (2-8 dwelling units/acre are permitted). The remaining 9 acres is planned for multiple family residential with an expected density of 20 units per acre or 180 units (7-30 dwelling units/acre are permitted).

Public Land Uses

A 6-acre site is designated for development of a 5-acre park and a 1-acre City-owned water tank site. A bike trail and open/civic space will also be provided within the *Harter Specific Plan* area.



Source: Wade Associates, May 25, 2002 / Quad Knopf, Inc., 2002

DESCRIPTION OF LAND USE DESIGNATIONS

Business Park/Light Industrial

Allowed Business Park/Light Industrial land uses are described in Article 15 of the Yuba City Zoning Regulations which establishes land uses and development standards for the Heavy Commercial/Light Industrial District (CM), which is a transitional district between Commercial and Industrial areas. The purpose of this designation is to provide light industrial, office, and research and development in a business park atmosphere. This area is not intended for certain heavy commercial and light industrial uses otherwise allowed in the CM (Heavy Commercial/Light Industrial) or M-1 (Light Industrial) zone districts. Uses such as auto repair shall only be allowed as an ancillary use and when completely enclosed within a building. Uses containing outdoor storage and (or) sales areas shall not be permitted unless otherwise authorized by the Zoning Regulations. All development within this designation shall be subject to the design guidelines contained in Appendix A. Table 3.3 shows types of uses that are normally permitted or conditionally permitted in this designation.

Table 3.3
Business Park/Light Industrial Uses

Uses	Permitted	Use Permit
Building maintenance services such as janitorial, pest extermination, or grounds maintenance	X	
Cabinet or woodworking shops	X	
Caretaker or night watchman residence		X
Commercial coach (temporary)		X
Food storage lockers, ice making facilities	X	
Heliports		X
Indoor assembly, processing, fabricating, treatment, manufacturing, repairing or packaging of goods that do not create noise, dust, odor, smoke, bright light, involve the handling of explosives or inflammable materials as a primary use, or otherwise creates offensive conditions at the property line.	X	
Janitorial and restaurant supplies	X	
Laboratory: medical, dental, optical, or biological for testing or classifying	X	
Laundries (commercial) such as those providing a linen service, but not including personal laundromats	X	
Meat cutting and packing, provided there is no slaughtering	X	
Offices	X	
Photographic processing plant	X	
Public and quasi-public		X
Radio and television stations, communication services exclusive of transmission towers	X	

Uses	Permitted	Use Permit
Service establishments such as glass shop, sign shop and water softening business	X	
Support businesses for permitted uses, provided the hours of operation are similar to those permitted uses, including a coffee shop, delicatessen, cafeteria or blueprint service (as part of a larger development)	X	
Taxidermist	X	
Trade School	X	
Tree surgeon establishments	X	
Veterinarian (no outdoor boarding facilities)	X	
Warehouse, or wholesale distribution facilities, except those storing flammable or explosive material	X	

General Commercial

Allowed General Commercial uses in the Specific Plan area are described in Article 14 of the *Yuba City Zoning Regulations*, which establishes development standards and uses permitted in the General Commercial (C-3) zoning district. The purpose of this designation is to provide for an entire range of commercial uses. All development in the Specific Plan area within this designation shall be subject to the design guidelines contained in Appendix A. Uses such as auto repair shall only be allowed as an ancillary use and when completely enclosed in a building. Uses containing outdoor storage and (or) sales areas shall not be permitted unless otherwise authorized by the Zoning Regulations.

Community Commercial

Allowed Community Commercial uses in the Specific Plan area are described in Article 13 of the *Yuba City Zoning Regulations* which establishes development standards and uses permitted in the Community Commercial (C-2) zoning district. The purpose of this designation is to provide for a wide variety of retail sales and personal services that are primarily conducted within a building. The facilities may range from a single building to a neighborhood center with a supermarket as the primary tenant to a community center that may have several major tenants. All development within this designation shall be subject to the design guidelines contained in Appendix A.

Uses such as auto repair shall only be allowed as an ancillary use and when completely enclosed within a building. Uses containing outdoor storage and (or) sales areas shall not be permitted unless otherwise authorized by the Zoning Regulations.

Village/Neighborhood Convenience Commercial

Allowed Village/Neighborhood Convenience Commercial uses in the Specific Plan area are described in Article 12 of the *Yuba City Zoning Regulations*, which establishes development standards and uses permitted in the Neighborhood Convenience Commercial District (C-1). This designation is applied to one 2-acre site and is intended to provide a focal point for social activity

in the Specific Plan area. The site will include restaurants and small retail uses that will serve the workers in the business-professional area as well as area residents. The center is adjacent to the Neighborhood Park that will provide a setting for special events and neighborhood gatherings and recreational activities. All development within this designation shall be subject to the design guidelines contained in Appendix A. Uses containing outdoor storage and (or) sales areas shall not be permitted unless otherwise authorized by the Zoning Regulations.

Office Commercial

Allowed Office Commercial uses in the Specific Plan area are described in Article 11 of the *Yuba City Zoning Regulations*, which establishes development standards and uses permitted in the Office Commercial zoning district (C-O). The purpose of this designation is to provide for the establishment and concentration of professional, business and administrative offices and business support services normally associated with offices. All development within this designation shall be subject to the design guidelines contained in Appendix A. Uses containing outdoor storage and (or) sales areas shall not be permitted unless otherwise authorized by the Zoning Regulations.

Multiple-Family Residential

Allowed Multiple Family Residential uses in the Specific Plan area are described in Article 7 of the *Yuba City Zoning Regulations*, which establishes development standards and uses in the Multiple-Family Residence District (R-3). The purpose of this designation is to provide for medium density residential uses at a density range of 7 to 30 units per acre. All development within this designation shall be subject to the design guidelines contained in Appendix A.

Single-Family Residential

Allowed Single-Family Residential uses in the Specific Plan area are shown in Article 5 of the *Yuba City Zoning Regulations*, which establishes development standards and uses permitted in the One-Family Residence District (R-1). The purpose of this designation is to provide for single-family residential development at a density range of 2 to 8 units per acre. All development within this designation shall be subject to the design guidelines contained in Appendix A.

Public Facilities

Allowed Public Facilities uses in the Specific Plan area are shown in Article 28 of the *Yuba City Zoning Regulations*, which establishes development standards and uses permitted in the Public Facilities District (PF). The purpose of this designation is to recognize land which is used or set aside for civic facilities or other public uses. One 6-acre site is designated for Public Facilities in the Specific Plan area. It is intended that this site be developed as a 5-acre neighborhood park in compliance with the design guidelines contained in Appendix A. A water storage tank will be developed on a one-acre site adjacent to the neighborhood park.

3.5 CIRCULATION PLAN

An underlying assumption in the analysis of proposed land uses and patterns for the *Harter Specific Plan* area is that the proposed Specific Plan will result in increased daily vehicle trips that will warrant traffic improvements in order to deliver an acceptable level of service. Associated with this issue is concern for access to and through the site in such a manner that provides for even traffic flow with minimum disruption on Harter Road, Poole Boulevard and Jefferson Avenue.

Figure 3.2, Circulation Diagram, shows the circulation plan for the *Harter Specific Plan* area. The circulation plan diagram is supplemented by detailed design and development standards, set out in the *Harter Specific Plan Design Guidelines*.

A traffic analysis was prepared. This analysis identified the potential impacts of development within the context of current and future traffic conditions in western Yuba City. Based on this analysis, the extent of needed improvements was determined.

Levels of Service (LOS) were identified at study intersections under various scenarios including year 2022 Specific Plan area conditions at buildout. The necessary improvements to ensure satisfactory circulation on the area street system will be constructed with project development.

SUMMARY AND FUTURE AREA IMPROVEMENTS

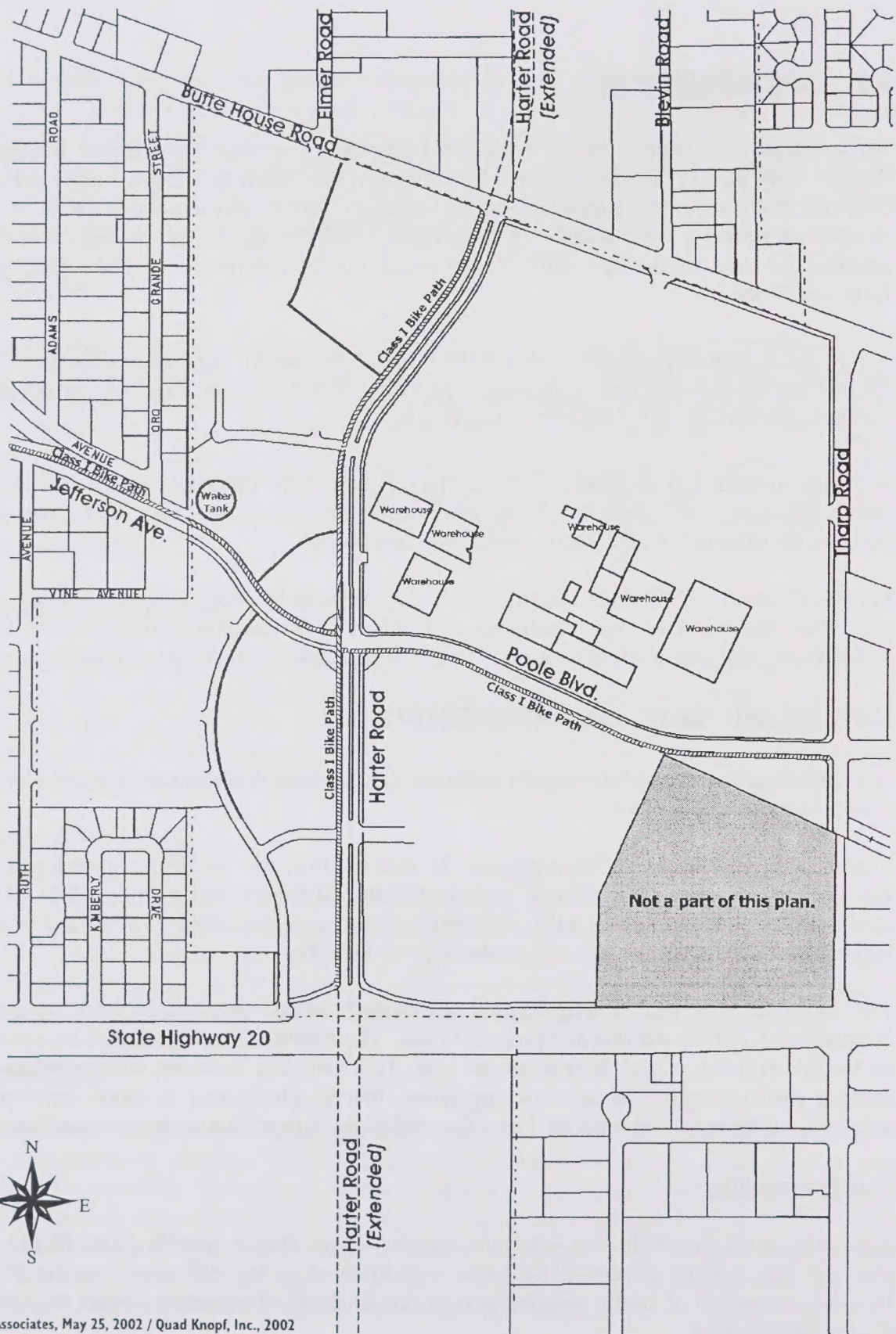
A summary of potential future traffic conditions as a result of development in the *Harter Specific Plan* area is presented below.

Figure 3.2 shows the circulation system for the Specific Plan area, including upgrades of existing roads, intersections; construction of new roads, internal streets, and a Class I bike path. To minimize construction impacts, other infrastructure improvements, such as water and sewer lines, will be constructed concurrently with roadways, when feasible.

The amount of traffic generated by development of the Specific Plan area is based on trip generation characteristics of both existing and proposed uses. The number of trips generated by existing uses on the site currently varies throughout the year. This variation, however, will be reduced as the existing cannery/packing house ceases operation, thereby giving way to future development of industrial, commercial and residential uses that will generate trips on a more consistent basis.

Road Improvements

According to the Traffic Impact Analysis prepared for the *Harter Specific Plan*, 28,429 new net trips per day will be generated by future development in the 180 acre Specific Plan area. Detailed discussion of traffic impacts is included in the Environmental Impact Report for the *Harter Specific Plan*.



Source: Wade Associates, May 25, 2002 / Quad Knopf, Inc., 2002

Highway 20 is a major east-west route serving Yuba City and Marysville. In the vicinity of the project, this road is a four-lane expressway having a traffic volume of 25,500 vehicle trips per day. This road has access limited to signalized intersections and is proposed to be widened to 6 lanes.

Butte House Road is an east-west arterial street serving the northern Yuba City area. Butte House road is a two-lane road and carries about 8,000 vehicles per day in the vicinity of the project. Figure 3.2, shows the intersections of Blevin and Elmer Roads with Butte House Road that will provide access to the Specific Plan area from the north. Additional access to the Specific Plan area will be provided from Ruth Avenue via a Highway 20 frontage road from the west.

Tharp Road is a north-south urban collector street that extends along the eastern boundary of the Specific Plan area. Tharp Road was improved in conjunction with the recent Home Depot project immediately north of Highway 20.

Existing on-site roads include Harter Road which is a two-lane north-south urban collector street that links Butte House Road with Highway 20. This road carries about 4,000 vehicle trips per day. There is a traffic signal at the intersection of Harter Road and Highway 20 and a stop sign at its intersection with Butte House Road.

Harter Road is a major north-south access road for the Specific Plan area. Harter Road will be improved to four lanes including signalization and additional turn lanes to provide ingress and egress from Highway 20 and Butte House Road. A new Harter Road intersection with the proposed Poole Boulevard and Jefferson Avenue will be constructed. Harter Road will be realigned eastward in the northern part of the planning area to intersect with Butte House Road mid-way between Elmer Road and Blevin Road in anticipation of future City road improvements north of Butte House Road. Project development will require upgrades on Highway 20 at the Harter intersection. Road upgrades will occur with new development.

Future Area Road Extensions

Yuba City plans to eventually extend Harter Road north from Butte House Road via an as yet unspecified route and south from Highway 20 to an intersection with Lassen Boulevard. Harter Road might be extended further south at some time in the future. The improvement and eventual extension of Harter Road and the extension of Poole Boulevard and Jefferson Avenue will aid vehicular circulation in the western part of Yuba City. Extension of Poole Boulevard will provide better east west travel options for vehicles and pedestrians between the Specific Plan area and the civic center area.

Bicycle and Pedestrian Needs

Yuba City encourages development of alternative transportation modes for travel and access. The Specific Plan proposes developing a Class 1 bike path along Harter Road, Poole Boulevard and Jefferson Avenues, and along the west side of Harter Road north to Butte House Road and south to Highway 20. The bicycle route is shown on Figure 3.2, the Circulation Diagram. The

project is designed to encourage pedestrians through construction of sidewalks, paths, and pedestrian friendly connections for internal movement and access to parking areas and streets. The onsite portion of the bike path will be constructed concurrently with other circulation improvements.

An existing Sutter County bike path ends approximately ¼ mile west of the Specific Plan area. It is intended that the bike path within the Specific Plan area will eventually connect with the County Bike path.

Railroad and Spur

There is an active railroad and two railroad spurs located on the Specific Plan site. The westernmost spur is no longer used. The eastern spur leads to a siding still in use adjacent to the cannery warehouse buildings.

During the early stages of project development the cannery and packing house may continue to operate, but its use will likely be discontinued in the future. The railroad will remain in its current state with use of the eastern spur while the cannery and packinghouse continue operation. Future warehouse uses may also involve use of the railroad and spur. Eventually it is anticipated that the use of the railroad will be discontinued.

Poole Boulevard which is adjacent to the railroad right of way will be initially developed along its eastern and western edges which abut Tharp and Harter Roads. The remainder of Poole Boulevard will be completed following abandonment of the railroad.

Specific Street Criteria

The following section is excerpted from Appendix "A", *Harter Specific Plan Design Guidelines*. See Figure 3.1 for locations of Parcels discussed in this section.

The width of the travel way and the landscape corridor will vary depending on the traffic demand and the purpose of the street.

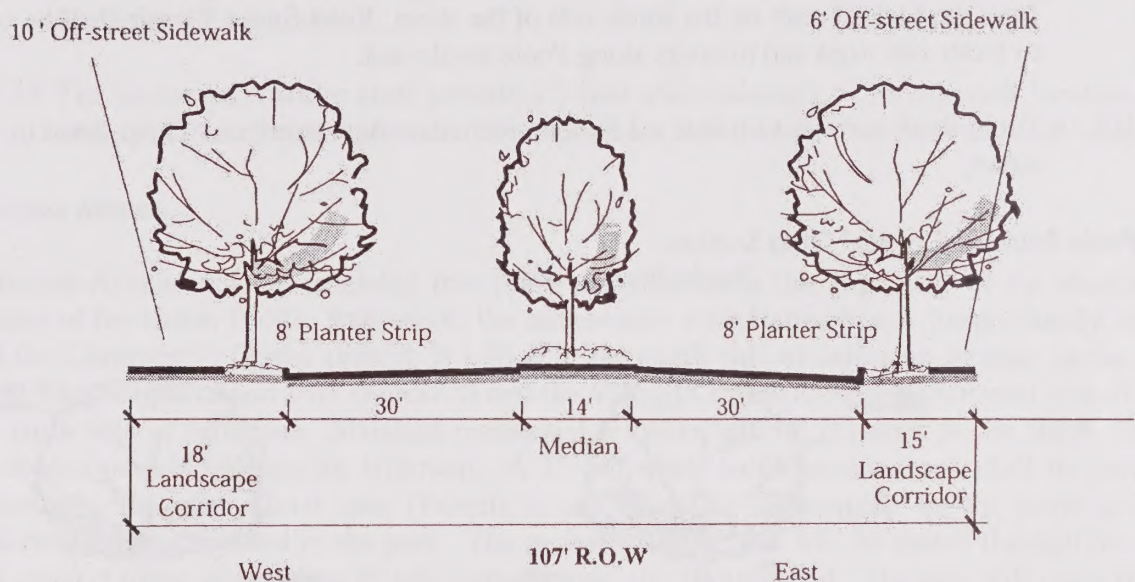
Harter Road

Harter Road will be the primary street within the Plan Area and will provide the signature landscape corridor for the project. The figure below illustrates the required street section and landscape corridors on Harter Road.

DS-29 The landscape corridor along Harter Road shall include a 10-foot wide sidewalk on the west side of the street and a 6-foot wide sidewalk on the east side of the street. The sidewalk location may vary relative to the curb, but shall be located not less than eight feet from the back of curb on the west side of the street. Yuba-Sutter Transit shall be consulted to locate bus stops and turnouts along Harter Road.

DS-30 Harter Road will include a 14-foot wide landscaped median from Butte House Road and Highway 20.

Harter Road Cross Section



DS-31 The typical median design will include a primary street tree located 30 feet on center, near the centerline of the median. Accent trees may be used in combination with the primary tree to provide visual interest. The following landscape features are planned in the median:

- Median trees are to be planted in the center of the median.
- Low-profile shrubs shall be used between tree groupings.
- A very low, spreading groundcover will be used around and between the groups of trees and shrubs, or as otherwise approved by the City.

DS-32 The design of left-turn pockets in medians should incorporate the minimum stacking distance necessary to address traffic expectations. The minimum distance between median openings shall be not less than 600 feet measured from the centerline of one opening to the centerline of the next opening, or as otherwise approved by the City.

Poole Boulevard

Poole Boulevard will provide the primary east-west traffic flow and a link to the City and County buildings that comprise the government center just east of the Plan Area. As such Poole Boulevard will include a landscape corridor on both sides and a bike path that will connect the existing bike path west of the Plan Area to a future extension east toward the center of the city.

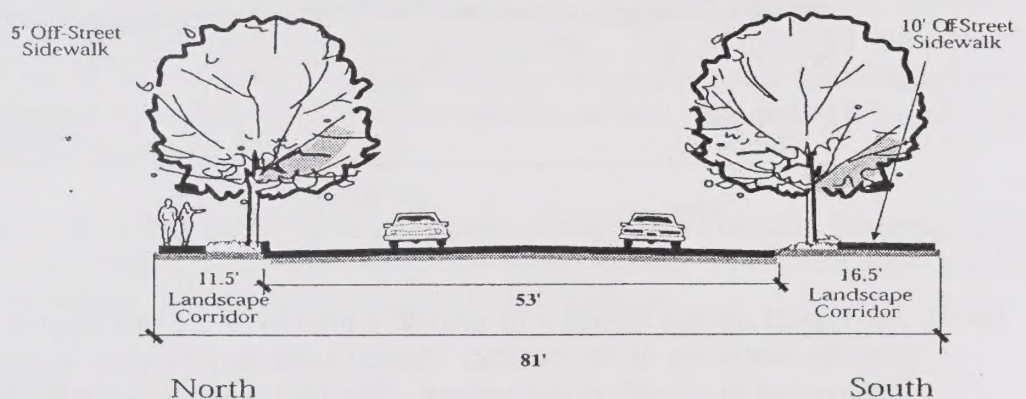
The figure below illustrates the required street section and landscape corridors on Poole Boulevard.

DS-33 The landscape corridor along Poole Boulevard shall include a 10-foot wide sidewalk on the south side of the street and a 5-foot wide sidewalk on the north side of the street. The sidewalk location may vary relative to the curb, but shall be located not less than six feet from the back of curb on the south side of the street. Yuba-Sutter Transit shall be consulted to locate bus stops and turnouts along Poole Boulevard.

DS-34 Poole Boulevard will include a 12-foot wide center turn lane from Tharp Road to Harter Road.

Poole Boulevard Typical Cross Section

Poole Boulevard



Tharp Road/Butte House Road/Highway 20

In order to establish a quality image and identity for the entire Plan Area the major streets on the perimeter of the Plan Area will be landscaped consistent with the standards for Poole Boulevard and Harter Road.

DS-35 The landscape corridor along Tharp Road and Butte House Road shall be 20 feet from the back of sidewalk. The landscape corridor along Highway 20 shall be 20 feet from the back of the California Department of Transportation right-of-way. Yuba-Sutter Transit shall be consulted to locate bus stops and turnouts as needed.

DS-36 The landscape corridor shall include a 6-foot wide sidewalk adjacent to the Plan Area along Tharp Road and Butte House Road. The sidewalk location may vary relative to the curb, but shall be located not less than six feet from the back of curb. There shall be no sidewalk along Highway 20.

Collector Streets and Business Park

Streets within the Business Park (Parcel 11) contribute to the overall image of the Plan Area by providing a landscaped frontage for the adjoining properties.

DS-37 The landscape corridor along all streets within the Business Park (Parcel 11) shall be 20 feet from the back of curb.

DS-38 The landscape corridor shall include a 5-foot wide sidewalk. The sidewalk location may vary relative to the curb, but shall be located not less than six feet from the back of curb.

Jefferson Avenue

Jefferson Avenue will be extended into the Plan Area along the alignment of the abandoned section of the Union Pacific Railroad to the intersection with Harter Road. Single family homes and the Commercial Center (Parcel 7) will abut the south side of Jefferson Avenue in the Plan Area. The Neighborhood Park (Parcel 5) and the Village Commercial Center (Parcel 6) will abut the north side of Jefferson. Standard residential setbacks will be required on the single-family residential parcels fronting on Jefferson. A 15-foot wide landscaped setback shall be required adjacent to the commercial uses (Parcels 6 and 7). The landscaping on the north side of Jefferson will be included in the park. The pedestrian/bike path will be routed through the park and connect to the intersection of Jefferson Avenue and Harter Road. The path will cross Harter Road and then follow along the south side of Poole Boulevard.

Intersection of Poole Boulevard/Jefferson Avenue and Harter Road

The intersection of Poole Boulevard/Jefferson Avenue and Harter Road is the major vehicle, pedestrian and bike path crossroads in the Plan Area. The intersection is also approximately the geographic center of the plan and will serve as the gateway to the Neighborhood Park and Village Center.

DS-39 The street side landscaping shall be expanded to include the area defined by a radius of 100 feet measured from the center of the intersection as illustrated in Figure A-9.

DS-40 The enhanced landscape shall include a special paving (such as stamped concrete or pavers) within the 100-foot radius. A 2-foot high wall of similar material shall be located along a minimum of 40% of the perimeter of the expanded landscape. A planting bed containing perennials or colorful annual plants shall be located in front of the wall. Ground mounted lighting shall be used to highlight the planting bed and wall. Pedestrian scale lighting shall be located at the perimeter of the expanded landscape area.

3.6 PUBLIC FACILITIES AND SERVICES

PURPOSE

Development of the Specific Plan area will include the creation of a number of public improvements. Similarly, the introduction of commercial, office, business park and residential development in the Specific Plan area will create increased demand for public services. The following paragraphs describe the scope and nature of plan-related public facilities and discusses the manner in which essential public services will be provided to the Plan Area. Existing public facilities and services are presented in Section 2.

The *Harter Specific Plan* provides development guidelines for the site. Public facilities and services will be required as the site develops. Water lines must be extended, transmission lines and a water tank built, and sewer lines installed to connect with existing City lines.

WASTEWATER COLLECTION, TREATMENT AND DISPOSAL

Discussion

Existing wastewater facilities in the project vicinity include Yuba City sewer lines that currently extend to the Home Depot site at Tharp Road and Highway 20. The project area is not currently served by the Yuba City sewer collection system. Wastewater from the cannery is disposed of through on-site land disposal using sprinkler irrigation on 95 acres, and through on-site septic tanks for wastewater from domestic uses.

Yuba City maintains sewer lines and lift stations for wastewater services and operates a wastewater treatment plant, which has adequate capacity to accommodate projected wastewater flows. A wastewater collection system will need to be constructed to serve both on-site and adjacent area needs.

Since the Specific Plan area is not currently served, it will be necessary to provide a sewer trunk line and lift station to serve the project. Figure 3.3 shows the wastewater collection system that will be constructed to serve the Plan Area and adjacent properties. Sewer lines will be constructed concurrently in improved street rights-of-way. Developers will construct sewer trunk lines and sewer collection lines to city standards. A temporary lift station may need to be constructed at the northeast corner of Harter Road and Highway 20 until permanent facilities are installed. When developers construct trunk lines, or oversize pipelines, the City will enter a reimbursement agreement with the developer that will provide for subsequent repayment of excess costs.

The full development of the Plan Area will result in wastewater flows approximating 363,080-372,600 gallons per day at buildout, calculated as follows:

LEGEND

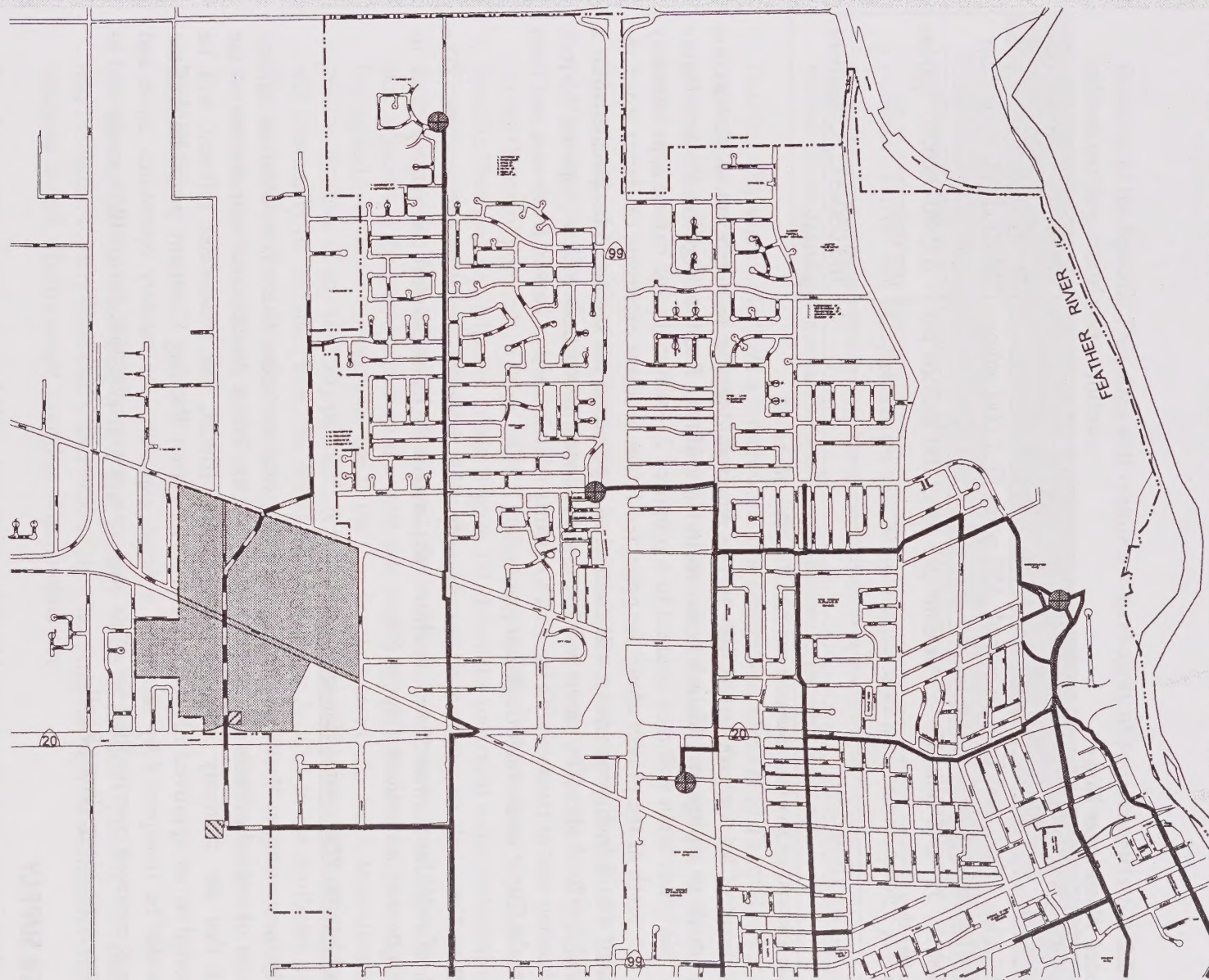
-  Project Area
-  City Limit
-  Existing Sewer Line
-  Proposed Sewer Trunk Line
-  Existing Lift Station
-  Proposed Lift Station
-  Possible Temporary Lift Station



1000 0 1000 2000 Feet



Source: Quad Knopf Inc., 2002



CITY OF YUBA CITY - HARTER SPECIFIC PLAN Wastewater Collection System

Figure 3.3

Table 3.4
Proposed Wastewater Flows

Development type	Proposed wastewater flows*
Commercial, office, and light industrial, 138 acres @ 2,000 gallons per acre per day	276,000 gallons per day
Residential, 311-345 units @ 2.8 persons per unit, 100 gallons per capita per day	87,080-96,600 gallons per day
Total	363,080-372,600 gallons per day

*Estimate. Source: Quad Knopf in consultation with Yuba City Public Works staff

Connection to City wastewater facilities will be required at project commencement. Connection will be made to a proposed 18-inch sewer main along Harter Road to Highway 20 (see Figure 3.3). This sewer main will then connect to a proposed 21-inch main and extend approximately 1,500 feet south of the project along the projected future southern extension of Harter Road. At that point the 21-inch sewer main will connect to a proposed lift station to be installed near a future high school site. The pump will lift the wastewater to connect with a proposed 18-inch main heading east to connect with the City's existing main located at Lassen Boulevard and from there to the City's wastewater treatment plant.

Collection lines will be constructed concurrently with individual development projects. The extent of additional wastewater facilities required will be addressed as each project or subdivision map is considered by the City.

Cannery Interim Wastewater Management

Initially the cannery will utilize existing waste disposal methods, which is to continue surface irrigation of treated effluent on the adjacent 95 acres. When development commences on the parcels that are currently irrigated with treated effluent, the wastewater effluent will be transported to an approved off-site location. The Harter Packing Company proposes that the wastewater be transported by means of a future pipeline. As cannery operations cease and buildings removed or retrofitted for other uses, new sewer collection lines will be connected to the sewer main along Harter Road.

WATER SUPPLY

Yuba City provides municipal water to the Specific Plan area, other areas within the incorporated City and a limited number of users outside its jurisdiction. The Specific Plan area currently contains two domestic wells with storage tanks that provide water for cannery processing and fire protection. Wells also serve the existing dwellings within the Specific Plan area. The existing City distribution system must be supplemented by additional transmission and storage facilities before significant major development in the Specific Plan area can occur. The City has the capacity to treat sufficient water to serve the Specific Plan area.

Buildout of the Specific Plan Area will require a water supply of approximately 675,240-703,800 gallons per day, calculated as follows:

Table 3.5
Proposed Water Usage

Development type	Proposed water use*
Commercial, office and light industrial, 138 acres @ 3,000 gallons per acre per day	414,000 gallons per day
Residential, 311-345 units @ 2.8 persons per unit, 300 gallons per capita per day	261,240-289,800 gallons per day
Total	675,240-703,800 gallons per day

*Estimate. Source: Quad Knopf in consultation with Yuba City Engineering and Public Works staff

Existing City services include a 3-inch water line connection adjacent to Tharp Road and a water connection on Highway 20 that currently serves the Home Depot site. These lines and connections will also serve a portion of the Specific Plan area during the early development stages.

Site development south of the railroad tracks will initially require construction of a 12 to 14-inch pipeline from the City distribution line near the southwest corner of the Home Depot site.

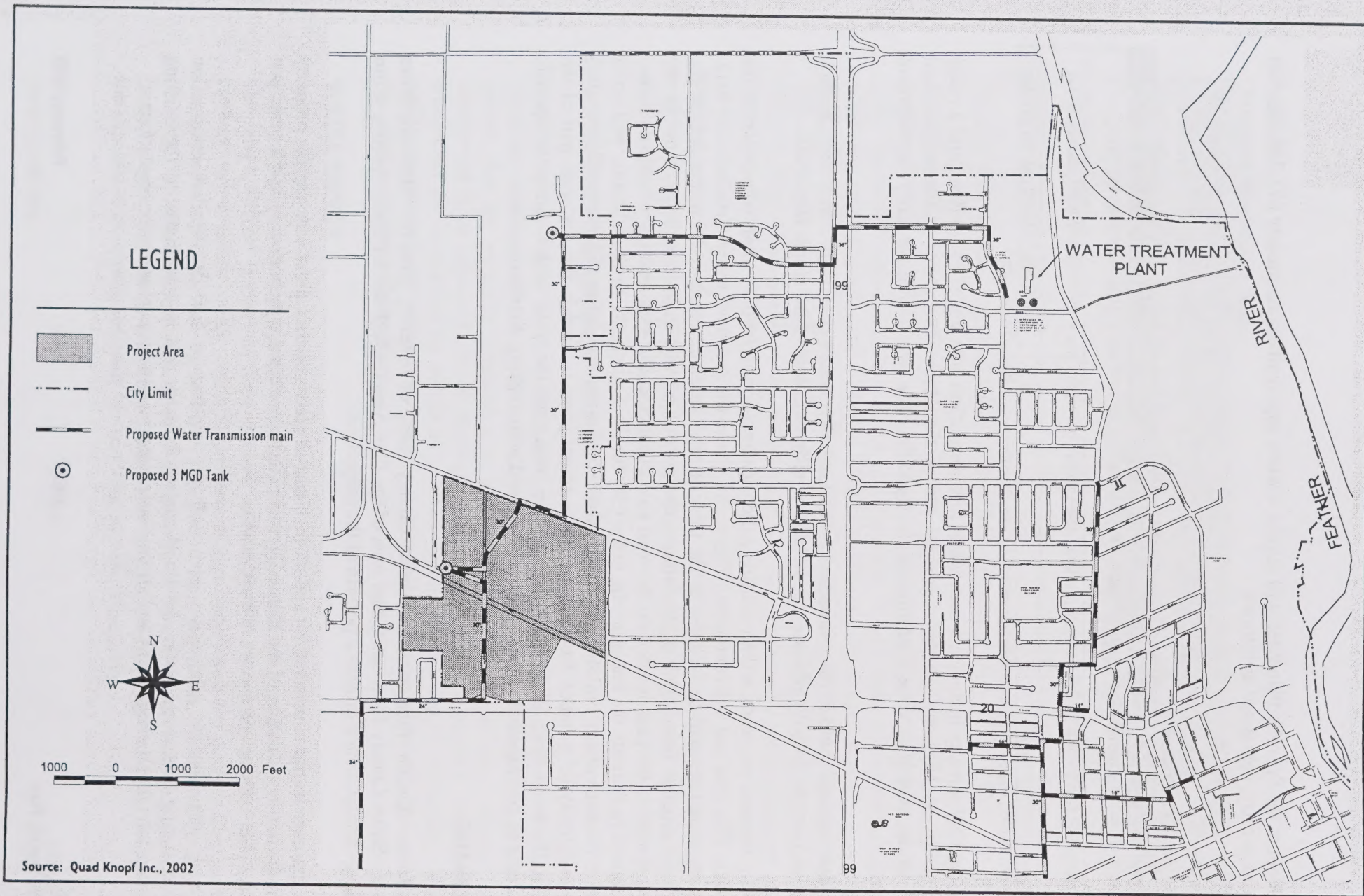
As development proceeds, a three million gallon water tank will be built to provide water for the Specific Plan area and adjacent areas. Figure 3.4 shows the proposed water distribution system. Transmission lines will be installed at the time of road development in order to not disturb the roads for pipeline installation in the future. The water tank will be built on approximately one acre adjacent to the park located on the west side of the Specific Plan area. The property owner has agreed to dedicate the one-acre site to the City for the water tank. Such dedication will occur prior to issuance of any building permits. A water transmission pipeline (30 to 36-inches in size) will eventually be installed from the water treatment plant located in the northeast part of the City to the water tank. Distribution lines will be built from the water tank to serve the Specific Plan area as development occurs and will be looped with existing distribution lines.

DRAINAGE

The *Harter Specific Plan* area is in Sutter County "zone of benefit", Zone 6. Drainage flows into the Sutter County Live Oak Canal west of the Plan Area through the Jefferson Avenue storm drainage lateral, which crosses a portion of the project site.

The drainage lateral consists of 60 and 84-inch cast in place concrete pipes crossing the property from the northwest corner of the Home Depot site to the west property boundary and located just south of the existing and former railroad tracks.

Each development or subdivision plan will be required to include detailed information demonstrating how storm water and flood control drainage will be transported to the existing drainage lateral. Drainage plans and all improvements must meet local and state regulations.



SOLID WASTE DISPOSAL

The Specific Plan area will continue to be served by the current franchise hauler, Yuba-Sutter Disposal Inc. (YSDI). This will include solid waste collection services for residential, office, and commercial development. Onsite provisions for solid waste disposal will be clearly defined on future subdivision and development plans. Solid waste from the Harter Packing Company will also continue to be disposed of through YSDI. Screened sludge from the cannery will continue to be removed by a contracted hauler and transported offsite where it is used as a soil amendment for agricultural land.

FIRE PROTECTION

Fire Protection in the Specific Plan area is provided by the Yuba City Fire Department. The Yuba City Fire Department has a full-time staff backed up by on-call volunteer Firefighters.

Although resources are adequate at this time, the Specific Plan may generate a need for additional staff after partial buildout (2-5 years). This will depend on the exact nature of uses that are attracted and call volume level (personal communication Yuba City Fire Chief Boomgaarden, Feb. 14, 2002). Construction of additional stations or a need for specialized equipment is not anticipated.

Fire service needs will be influenced by building practices, including whether built-in fire protection (such as sprinkler systems) in multi-family, office, commercial, and industrial buildings are utilized. All construction will be required to meet the standards of the adopted Uniform Building and Fire codes.

POLICE PROTECTION

The Yuba City Police Department provides police and emergency services in Yuba City. At full build-out, additional police officers would be required, but no additional office facilities, or support staff would be needed. Additional officers will most likely be required between the 4th and 10th years, assuming a 10-year build-out period (Personal communication with Chief Richard Docsher, Yuba City Police Dept., Feb. 5, 2002).

ELECTRICITY AND NATURAL GAS SERVICE

Electricity and natural gas service is provided by Pacific Gas and Electric Company (PG&E) from facilities located near the Specific Plan area within Yuba City. Natural gas is transported to Yuba City by Pacific Gas and Electric Company through pipelines from the west.

Specific clearance requirements between utility facilities and surrounding objects or construction activities are mandated by the California Public Utilities Commission (CPUC) to promote safe and reliable maintenance and operation of utility facilities (personal communication Donald W. Chambers, PG&E, March 5, 2002). To the maximum extent feasible and consistent with CPUC

regulations and State law, electrical service lines will be placed underground at the time that other site utilities are installed.

PG&E anticipates that it will continue to have adequate electrical and natural gas capacity to serve the Specific Plan area.

PARKS AND RECREATION

The proposed *Harter Specific Plan* includes a 5-acre park site. The property owner has agreed to dedicate the 5 acres to the City for park purposes prior to issuance of any building permits.

SCHOOLS

Depending upon market demand, residential areas may reach buildout prior to other uses on the site. Additional school facilities will be needed as growth in the vicinity of the Specific Plan area occurs. The Specific Plan area will contribute its fair share to future school facility funding through the payment of statutorily required school fees at the point of building permit issuance.

3.7 PROJECT DESIGN

Yuba City has adopted city-wide design guidelines (*City of Yuba City Design Guidelines*, adopted by resolution No. 94-110) to ensure that new development will enhance the City's image. The City's design guidelines address the more general issues of architectural composition, compatibility with the site and building design, and the improvement of pedestrian spaces. The overall goal of these design guidelines is to ensure the highest quality building design through projects that:

- Are aesthetically pleasing;
- Are compatible with the surroundings;
- Accommodate pedestrian, automobile, bicycle, and transit circulation; and
- Consider public safety, public interaction, and historic resources.

The guidelines emphasize the concept that quality of design, particularly designs that have a timelessness, will encourage buildings of enduring quality.

Development projects located within the Specific Plan area will be subject to the design guidelines and will be required to undergo a design review process that includes a preliminary plan review and approval process.

The Harter Specific Plan Design Guidelines provide project specific design standards. The *Harter Specific Plan Design Guidelines* are intended to supplement the *City of Yuba City Design Guidelines* and the *Yuba City Zoning Regulations* by including design standards that are project specific. Developers within the boundaries of the *Harter Specific Plan* area will be required to follow the City-wide design guidelines, zoning regulations, and the *Harter Specific Plan Design*

Guidelines. Where the guidance differs, the *Harter Specific Plan Design Guidelines* are to govern development within the *Harter Specific Plan* area.

Use of the *Harter Specific Plan Design Guidelines* encourages creativity and innovative design solutions while maintaining sufficient flexibility to accommodate diverse urban uses.

OVERVIEW OF THE SPECIFIC PLAN DESIGN GUIDELINES

As illustrated in Figure 3.1, Land Use, a mixed-use land pattern is proposed in the *Harter Specific Plan*. The *Harter Specific Plan* includes a variety of types of commercial, business/professional uses, light industrial and single and multiple family residential uses. Project design will be carried forth through the *Harter Specific Plan Design Guidelines* attached as Appendix A. As stated in the Introduction and Design Vision to the *Harter Specific Plan Design Guidelines*, an overall vision for the development of the project area is defined through the guidelines and a framework of planning concepts, public improvements, and design standards are established. The *Harter Specific Plan* design will integrate the variety of proposed urban uses in a manner to emphasize the feel of a smaller community environment.

The *Harter Specific Plan Design Guidelines* include an overall design vision for the Specific Plan, including streetscape design, specific street criteria, non-residential use design standards, specific non-residential and multi-family site conditions, and single family residential neighborhood design, as described below.

Design Vision for the Specific Plan is to develop a plan through which design features will integrate diverse urban uses in a manner that emphasizes the feel of a small community environment.

Streetscape Design for the *Harter Specific Plan* is a comprehensive, unified landscaping plan. The quality of the landscaping, the orientation and character of buildings and signs, and the sidewalks set the character and the sense of place for the Specific Plan area. The Streetscape guidelines apply to the major streets within the Specific Plan area, including Harter Road, Poole Boulevard, Jefferson Avenue, Butte House Road, Tharp Road and Highway 20.

Specific Street Criteria includes specific design criteria (standards) for the major streets within the Specific Plan area including Harter Road, Poole Boulevard, Jefferson Avenue, Butte House Road, Tharp Road and Highway 20.

Specific Plan Area Non-Residential Use Design Standards. The Specific Plan area includes a variety of commercial, light industrial and business/professional uses that share common design characteristics. This section sets forth the design standards for common areas such as large parking areas, truck accesses, on-site vehicle circulation, on-site pedestrian circulation, common landscape areas and large buildings.

Specific Non-Residential and Multi-Family Site Conditions apply to certain sites in the Specific Plan area, including the Village Commercial Center, Community Commercial, Highway Oriented Commercial Business Park and Office Design, and Multi-Family Residential Design.

Single Family Residential Neighborhood Design applies to the two separate residential neighborhoods in the Specific Plan area. Neighborhood identity will be established by landscape materials or design themes in the gateways, project identification signs, streetscape and park design in each neighborhood.

3.8 SPECIFIC PLAN POLICIES

SPECIFIC PLAN POLICIES

The policies set forth in this subsection are intended to determine the overall scope and character of prospective future development in the Specific Plan area. These policy statements form the basis for determining whether or not a specific development proposal conforms to this Specific Plan. The policies are established in order to provide clear guidance to the City and potential developers alike for the formulation, review and approval of projects. It should be emphasized that these policies augment applicable policy statements set out in the City's General Plan. Where policies and standards prescribed by this Plan are more restrictive or specific than those in the General Plan or Zoning Ordinance, however, the text of this plan shall prevail.

General Policies

The following policies are applicable to the Specific Plan area in its entirety:

- G-1. The Land Use Plan Diagram (Figure 3.1) accompanying this text shall be regarded as prescribing the distribution of land uses for the Specific Plan area. The locations and patterns of arterial and collector streets shall be regarded as fixed by the Circulation Plan Diagram (Figure 3.2). Unless otherwise prescribed by this Specific Plan, the network of local streets and on-site circulation characteristics for any segment of the Specific Plan area shall be subject to City review and approval of specific development plans and designs.
- G-2. Development standards as set out in this Specific Plan and in other City plans, policies and ordinances adopted and in effect at the time of any development review shall be applied to all projects in the Specific Plan area, to ensure the highest possible quality and character of development. The relevant provisions of the *Yuba City Urban Area General Plan*, *Zoning Ordinance* and *City of Yuba City Design Guidelines* shall apply to all development and uses in the Specific Plan area, except where the standards and conditions prescribed by this Specific Plan are more restrictive, in which case this Specific Plan shall prevail.
- G-3. The ultimate goal of the Specific Plan is to provide for the orderly and systematic development of the Specific plan area compatible and complimentary to the rest of the City of Yuba City. Subsequent development in the Specific Plan area must be consistent with the livable cities and smart growth concepts embodied in the City's design guidelines.

- G-4 *The Harter Specific Plan Design Guidelines* define the overall vision for the development of the Specific Plan area and establish a framework that supports high quality design. Subsequent development in the Specific Plan area must be consistent with this vision.
- G-5 The Specific Plan will be applicable to all future development in the Specific Plan area and shall be enforceable upon all future owners and/or developers of the properties included within its boundaries.
- G-6 All costs for public improvements and facilities required to support any development within the Specific Plan area, including costs for improvements and facilities which may be required “off-site” and which can reasonably be attributed to Specific Plan area development, shall be borne by such development. Such costs will be recovered by the City through appropriate and effective funding mechanisms identified in this Specific Plan.
- G-7 Implementation of this Specific Plan shall be closely coordinated with the adoption and implementation of other plans and community development programs of the City. This Specific Plan provides a more detailed level of planning prior to issuance of entitlements. Consequently, projects in conformance with this Specific Plan should not require subsequent traffic studies or environmental review, unless such review is specifically mandated by the California Environmental Quality Act.
- G-8 The following policies relate to land use compatibility with the cannery:
1. Buffers between different adjacent land uses shall be in accordance with the Guidelines established in Appendix A, the *Harter Specific Plan Design Guidelines*, the City’s Design Guidelines and City’s Zoning Ordinance.
 2. Development of the Business Park and Commercial land uses within the Specific Plan area must be consistent with Appendix A, the *Harter Specific Plan Design Guidelines* and designed in a manner to minimize land use conflicts.

Public Services

Initial development of the Specific Plan area will require the installation of significant public improvements both on and off-site. Similarly, the presence of new commercial, office, business park, light industrial and residential development will create increased demand for public services. The following policies describe the manner in which public services will be provided to the Specific Plan area.

- PS-1 Five acres shall be dedicated to the City for park space as shown in Figure 3.1 of the Specific Plan. Park improvements shall be constructed by the City using citywide impact fees. The city shall be responsible for maintenance of the park.
- PS-2 Domestic water will be supplied to new development in the Specific Plan area by the City of Yuba City in accordance with Figure 3.4. Water system improvements meeting city

design standards shall be dedicated to the City by the initial and subsequent developers. Insofar as both on and off-site improvements benefit other land owners, a share of the costs of water infrastructure shall be reimbursed to the developer upon the issuance of entitlements to benefiting subsequent developments.

- PS-3 Engineering and development of sufficient on-site drainage infrastructure meeting City and County requirements shall be incorporated into individual project design.
- PS-4 Wastewater collection, treatment and disposal shall be obtained from the City of Yuba City. Wastewater collection system improvements shall be constructed in accordance with Figure 3.3. Wastewater system improvements meeting city design standards shall be dedicated to the City by the initial and subsequent developers. Insofar as both on and off-site improvements benefit other land owners, a share of the costs of wastewater infrastructure shall be reimbursed to the developer upon the issuance of entitlements to benefiting subsequent developments.
- PS-5 Existing topography of the Plan Area is virtually flat. All on-site drainage from the parcels within the Harter Specific Plan planning area shall flow into the 84-inch concrete storm drain constructed as part of the Home Depot project. This storm drain is located within the present railroad right-of-way. Storm water will ultimately flow to the west where it will flow into the Live Oak Canal. Drainage system design shall comply with City drainage standards and be designed to flow away from road rights of way.
- PS-6 The City shall require dedication of the one acre area reserved for a water tank prior to the recordation of a final subdivision map in the plan area.

Parks, Open Space and Landscaping

- OS-1 The overall landscaping plan for the *Harter Specific Plan* area is shown in Figure A-3 of the *Harter Specific Plan Design Guidelines* in Attachment A. Project developers will be required to construct landscaping as prescribed in the *Harter Specific Plan Design Guidelines*. Insofar as both on and off-site improvements benefit other land owners in the vicinity of the *Harter Specific Plan*, a share of the costs shall be reimbursed to the initial developer upon the issuance of entitlements to benefiting subsequent developments.
- OS-2 The City shall ensure the continuous maintenance of landscaped and other open space areas through the establishment of a lighting and landscaping district or other equitable funding mechanism or exaction.
- OS-3 On or off-site community public space is required by the City as a condition of developing a commercial development. As an alternative to providing on-site community public space, the City shall allow project developers to dedicate and develop to city specifications 10,000 square feet of off-site community public space within the 2.0 acre commercial area shown as Parcel 6 on Figure 3.1.

- OS-4 The City shall require dedication of the five acre area reserved for a neighborhood park prior to the recordation of a final subdivision map in the plan area.

Traffic Circulation System

Traffic circulation issues raised by the plan fall primarily into one of two categories: the internal circulation system required to accommodate Plan Area traffic and the relationship of plan-generated traffic to required traffic circulation system improvements on surrounding streets and roads. Offsite road improvements will primarily occur in the future as State Highway 20 is widened from 4 to 6 lanes.

The internal traffic circulation system for the *Harter Specific Plan* has been established on the basis of the type and intensity of land uses prescribed by the specific plan circulation issues brought forth and discussed in Chapter 2. The plan calls for the majority of traffic-circulation improvements to be on-site.

- T-1 All new facilities shall be designed to operate at the level of service or better as established in the *Yuba City General Plan* for a period of 20 years.

Public Utilities

- PU-1 All new public utilities installed in the *Harter Specific Plan* planning area to serve development shall be underground, in conformance with city standards. Undergrounding shall be the responsibility of the developer(s). Easements shall be provided by each developer as required to access and maintain underground utilities.

Project Development

Timing, need and development of public services, facilities, utilities, roads, streets, landscaping and other improvements will be required upon development of each individual use. All required facilities, improvements and acceptable levels of service as determined by the City will be required prior to the issuance of certificates of occupancy. In addition to necessary off-site improvements, on-site improvements as determined by the City will be required.

- D-1 Poole Boulevard shall be completed to a point approximately 200 feet eastward, or as far as possible, of its intersection with Harter Road prior to issuance of certificates of occupancy for Parcel 9 as shown in Figures 3.1 and 3.2. The placement or reconstruction of utilities and other public facilities in the right-of-way shall be completed prior to issuance of certificates of occupancy.
- D-2 Final sewer and water line sizing shall be determined by the City Engineer based on City standards and plans. These lines will be placed concurrently with road construction and improvements. The sewer main will be constructed and extend south of the Plan Area approximately 1,500 feet to a proposed lift station along a future extension of Harter Road. In the event the lift station has not been constructed at the time of need,

developers in the planning area shall initially pay the cost of its development and be reimbursed by subsequent developers in accordance with City procedures.

- D-3 A Class 1 bike path shall be developed to city standards from the west edge of the Plan Area to the Harter Road and Poole Boulevard intersection.
- D-4 The Poole Boulevard extension shall be constructed concurrently with required and appropriately sized utilities and city infrastructure from the Tharp Road/Poole Boulevard intersection and extend west approximately 300 feet. This extension shall be completed prior to the issuance of certificates of occupancy for the 1.8 ac office site (Parcel 10).
- D-5 The construction of the remainder of Poole Boulevard shall be completed prior to the issuance of a certificate of occupancy for any new buildings on the south one-half of Parcel 11 or completion of arrangements for the required posted security and the method and timing of construction are otherwise made that are agreeable to the city. The city shall require payment of fees for the acquisition of railroad right of way and construction of Poole Boulevard to city standards.
- D-6 Construction of the Jefferson Avenue extension eastward from the west edge of the Plan Area shall be completed prior to the issuance of certificates of occupancy for Parcels 2, 6, and 7. This will include water, sewer, drainage and a bike path developed to City standards.
- D-7 Infrastructure costs will be negotiated by project developers and the appropriate City Department and (or) related agencies prior to development taking place using standard city and (or) agency procedures and funding mechanisms.

Section 4.0

Implementation Element

SECTION 4.0

IMPLEMENTATION ELEMENT

4.1 HARTER SPECIFIC PLAN IMPLEMENTATION

This section outlines the methods by which the *Harter Specific Plan* will be implemented and describes basic financing strategies to allow development to proceed in a fiscally responsible manner, along with the basic strategy to maintain an acceptable level of operation and maintenance.

Implementation of the *Harter Specific Plan* will involve a variety of initiatives from both the private and public sectors. Private developers and property owners will bear the predominant responsibility for carrying out the substance of the plan. The plan addresses the quality and character of development that will take place in the Plan area as a result of private actions. At the same time, there are public projects (e.g. the water tank, road construction and upgrading, sewer and water main construction, storm drainage, the park, etc.) that will be dependent upon public sector activities.

Plan implementation activities and procedures are spelled out in this section. Although the sequencing of infrastructure is addressed in Section 3, development phasing will be left to the discretion of the private sector.

The relationship of the plan to the City's General Plan and zoning is identified and discussed below. Procedures for adoption and amendment of this plan are prescribed.

YUBA CITY GENERAL PLAN AND CITY ORDINANCES

In accordance with state Planning Law, the *Harter Specific Plan* is intended to conform to and be consistent with the General Plan for the City of Yuba City. The broad goals, policies, land use designations and the circulation system prescribed by the General Plan shall be applicable to the *Harter Specific Plan*.

The *Yuba City Zoning Regulations* prescribe permitted land uses and development standards throughout the community. Zone districts established by the Zoning Regulations shall apply to all property located within the *Harter Specific Plan* area. Permitted and conditional land uses are discussed in Section 3.

The City's Specific Plan Combining District (SP) for the *Harter Specific Plan* area is an implementation measure requiring that, in addition to the permitted and conditionally permitted land uses in the base zoning district, all uses must meet the policies or intended uses established by the Specific Plan. If a conflict between the base district and the Specific Plan occurs, the Specific Plan shall prevail.

PROCEDURES FOR PROJECT APPROVAL

This Specific Plan is intended to entitle the general configuration and intensity of development shown on Figure 3.1. The actual configuration of development may vary somewhat from that indicated in the diagrams included in this Specific Plan to accommodate specific development projects, and to reflect market conditions and factors at the time that development is proposed. Consequently, the provisions of this Specific Plan are intended to be applied in a flexible manner, with the precise development plan review approved through the City's Design Review Process, the Planning Commission, or the City Council.

At a minimum, all development within the Specific Plan area will require issuance of a building permit and, in most cases, design review approval. Subsequent entitlements may also include, for example, development agreements, subdivisions and (or) conditional use permits.

The Specific Plan Combining District (SP) in the *Yuba City Zoning Regulations* shall apply to all lands within the *Harter Specific Plan* area. The SP Combining District requires that the regulations and development standards of a base district such as the Heavy Commercial/Light Industrial District (C-M) or the One-Family Residence District (R-1), for example, also meet the regulations and development standards of the applicable Specific Plan. If a conflict between the base district and the Specific Plan occurs, the Specific Plan shall prevail.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) has been prepared for the *Harter Specific Plan* project. The EIR is intended to be sufficiently detailed to permit exemptions for future residential development from supplemental environmental review. Impacts, mitigation, and cumulative effects are presented in the EIR; however, supplemental environmental analysis may be required when development plans are prepared, in accordance with the provisions of the California Environmental Quality Act.

AMENDMENTS

The *Harter Specific Plan* shall be amended in the same manner as originally adopted. Any amendments must be consistent with the City's General Plan. The *Harter Specific Plan* may be amended as often as necessary as deemed appropriate by the City Council.

MITIGATION MONITORING PLAN

A Mitigation Monitoring Program will be adopted upon certification of the Final EIR. A matrix will be prepared including mitigation measures, time in which they are to be implemented, other requirements and the responsible party. Mitigation measures shall be incorporated into project design.

4.2 **FINANCING PLAN**

Government Code Section 65451 requires a program of implementation measures including regulations, programs, public works projects, and financing measures to be included in a specific plan to carry out its proposed land uses, infrastructure, development standards and criteria. The Financing Plan looks at financing impacts of improvements required to support development of the *Harter Specific Plan* area for residential, commercial, office, and light industrial purposes. This Financing Plan recognizes that development of the property may occur in a pattern that is not always conducive to the logical ordering of improvements.

Financing (including special assessments and bonding methods) mechanisms for improvements required may occur through a variety of means and methods. For the *Harter Specific Plan*, the developer shall pay the cost and provide infrastructure to meet City standards in the Plan area prior to any development. While an exact financing mechanism is not specified, prior to approval of the first final map or first entitlement within the *Harter Specific Plan* area, the financing mechanism for the improvement required shall be selected and the framework for implementation shall be in place using *Harter Specific Plan* Section 3 as a basis.

As a part of any subsequent development entitlements, a special tax, or lighting and landscaping district (subject to the provisions of Proposition 218) for operation and maintenance of facilities and services in the Specific Plan area shall be approved by the property owners. The operation and maintenance funding mechanism will identify the overall annual costs and funding method for each type of public service necessary to serve development of the Specific Plan area. Infrastructure and public services required are described in detail in Section 3.

Prior to the issuance of building permits, acceptable financing mechanism(s) that have been described in this Specific Plan shall be in place (e.g., a special assessment district, a community facilities district, or any other financing mechanism deemed acceptable by Yuba City). Prior to the issuance of a Certificate of Occupancy, implementation measures for the financing mechanism must be in place. All development proposals shall be reviewed for consistency with the Specific Plan and Financing Plan, including execution of a development agreement, if applicable, or specific funding mechanisms for both new infrastructure and ongoing operation and maintenance.

ASSUMPTIONS

Key assumptions used in the preparation of this Financing Plan are as follows:

- a. All future development will share on a proportional basis infrastructure and capital facility costs.
- b. All existing and future property owners will share on a proportional basis the costs of public facility operation and maintenance.
- c. Development in the Plan area will be incremental, taking several years. Therefore, infrastructure improvements will also be incremental.

- d. Developers will be required to initially pay (advance funds) for construction of oversized infrastructure or may be required to wait until the oversized infrastructure is provided by others.
- e. Developers will be required to pay their fair share of all the infrastructure costs required.
- f. An adequate (as determined by the city) financing mechanism to fund continuous maintenance of facilities and public services benefiting the *Harter Specific Plan* shall be agreed to the project developer, or developers, prior to the granting of entitlements.
- g. Infrastructure improvements will be constructed as deemed necessary by the City Engineer.

Possible funding mechanisms are divided into two sections: Maintenance or Services and Capital Improvements Financing.

MAINTENANCE OR SERVICES FINANCING

Maintenance or services financing pays for operations and maintenance of a public facility or pays to provide a service. The following methods are the most commonly used to fund maintenance and services:

- a. The Landscaping and Lighting Act of 1972.
- b. Benefit Assessment Act of 1982 (Government Code Sections 54703 et. seq.)
- c. Business Improvement District Act of 1994. (Streets and Highways code section 36000 et.seq.).
- d. Fire suppression assessments (Government Code Section 50078 et seq.)

CAPITAL IMPROVEMENTS FINANCING

Capital improvement financing pays for the costs of funding capital improvements infrastructure such as roads, sewer, and water facilities. Examples of assessment district formation procedures are as follows:

- a. Municipal Improvement Act of 1913 (Section 10000 et.seq. of the Streets and Highways Code.
- b. Improvement Act of 1911 (Section 5000 et seq.)
- c. To a limited extent, the Lighting and Landscaping Act of 1972 (Sections 22,500 et. seq.)
- d. Assessment District bonds
- e. Various Special Acts

BONDING METHODS INCLUDE:

- a. Improvement Bond Act of 1915 (sec 8500 et. seq.)
- b. Improvement Bond Act of 1911 (sec 500 et seq.)

Proposition 218 added Article XIIID to the California Constitution, with substantive limitations and new procedural requirements regulating the imposition of assessments. This measure requires that general tax increases by all local government entities be approved by not less than a

majority vote and that taxes for special purposes be approved by a two-thirds vote. This measure sets forth procedures applicable to all assessments including the preparation of a detailed engineers report, mailed notice and public hearing and requires that all notice include a ballot for return to the agency indicating support or opposition to the assessment. All assessments are to be approved by the property owners. This measure requires that, except for fees for sewer, water and refuse collection, fees be approved by a majority vote of the fee payers.

References, List of Report Preparers
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LIST OF REFERENCES, SPECIFIC PLAN PREPARERS AND PERSONS CONTACTED

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Appendix A

HARTER SPECIFIC PLAN DESIGN GUIDELINES

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1. INTRODUCTION

The Harter Specific Plan (HSP) Design Guidelines define the overall vision for development of the Plan Area and establish a framework of planning concepts, public improvements and design standards. The HSP Design Guidelines support high quality design and encourage creativity and innovative design solutions while maintaining sufficient flexibility to accommodate the realities of the market place.

The HSP Design Guidelines supplement Yuba City Zoning Regulations and the City of Yuba City Design Guidelines (Resolution No. 94-110) by including design standards that are project specific. Where the provisions of the Harter Specific Plan Guidelines differ from the citywide Design Standards and/or the Zoning Ordinance, the Harter Specific Plan Design Guidelines are to govern development within the Harter plan area.

The HSP Development Guidelines are organized in three primary categories:

- conditions found throughout most of the Plan Area
- conditions that are common to each of the land use types and
- conditions that affect only specific sites or land use types.

A. Typical conditions affected by the general standards include:

- Common area landscaping along arterial and collector streets.
- Fences and walls.
- Street lighting.
- City and neighborhood entries.
- Buffer conditions where development abuts open space.
- Neighborhood design.

B. Conditions common to land use types include:

- General architectural guidelines.
- Energy conservation.
- Pedestrian access.
- Parking.
- Common area landscaping.

C. Site-specific standards include:

- Commercial Retail and Services
- Office and light industrial
- Multi-family residential
- Single family residential standards

2. *DESIGN VISION OF THE HARTER SPECIFIC PLAN*

The HSP Plan Area is planned to provide a mixed-use development that includes regional serving commercial and business/professional development as well as residential neighborhoods and local serving retail and office uses. The planned uses include large commercial areas and a business park that are inherently auto oriented and must provide excellent vehicle and truck access and high visibility in order to be viable. Yet the Plan Area also includes single family residential uses, a neighborhood park and a small, specialized (or “village”) commercial center. The design challenge of the Harter Specific Plan is to integrate these diverse urban uses in a manner that emphasizes the feel of a smaller community environment.

The primary method for achieving this integration of diverse uses is to apply two key concepts in the Plan Area. The first is to establish common public areas that function well at a pedestrian scale. This provides a counter-point to the dominant automobile oriented character of larger uses and locations where people can comfortably walk and gather. The common areas of the Specific Plan Area include the park, the street landscaping and public use areas (outdoor seating, outdoor cafes, areas for outdoor sales and outdoor performance spaces). These public amenities create a sense of place and provide an opportunity to shape the project identity that will be experienced by those whom live, work and visit the project. Figure A-1 illustrates a conceptual schematic of a common public space.

FIGURE A-1
CONCEPTUAL SCHEMATIC OF COMMON PUBLIC SPACE



The second key concept for the Plan Area is to establish a strong sense of identity through common area features such as landscape corridors along the major streets and to establish a major landscaping landmark at the intersection of Harter Road and Poole Boulevard. The Harter/Poole intersection serves as the signature crossroads for the Plan

Area, and also is the gateway to the Village Commercial center, the Neighborhood Park and the regional bike path that transects the Plan Area along the old railroad line. The Specific Plan emphasizes these common area features as a means of tying together a variety of land uses and of transforming the design vision into reality.

3. *STREETSCAPE*

Streetscape is the overall appearance of an arterial or collector street. In the HSP, the streetscape appearance is defined by a comprehensive, unified landscape plan. The quality of the landscaping, the orientation and character of buildings and signs, and the sidewalks set the character and the sense of place for the community.

The objectives for the streetscape include:

- Establish a sense of quality development.
- Provide signs and an organizational structure to help orient and guide pedestrians and motorists.
- Provide a comfortable, safe environment for pedestrians, including shade and separation from traffic.
- Provide seasonal color.
- Conserve water.

The landscape elements that comprise the streetscape in the HSP include:

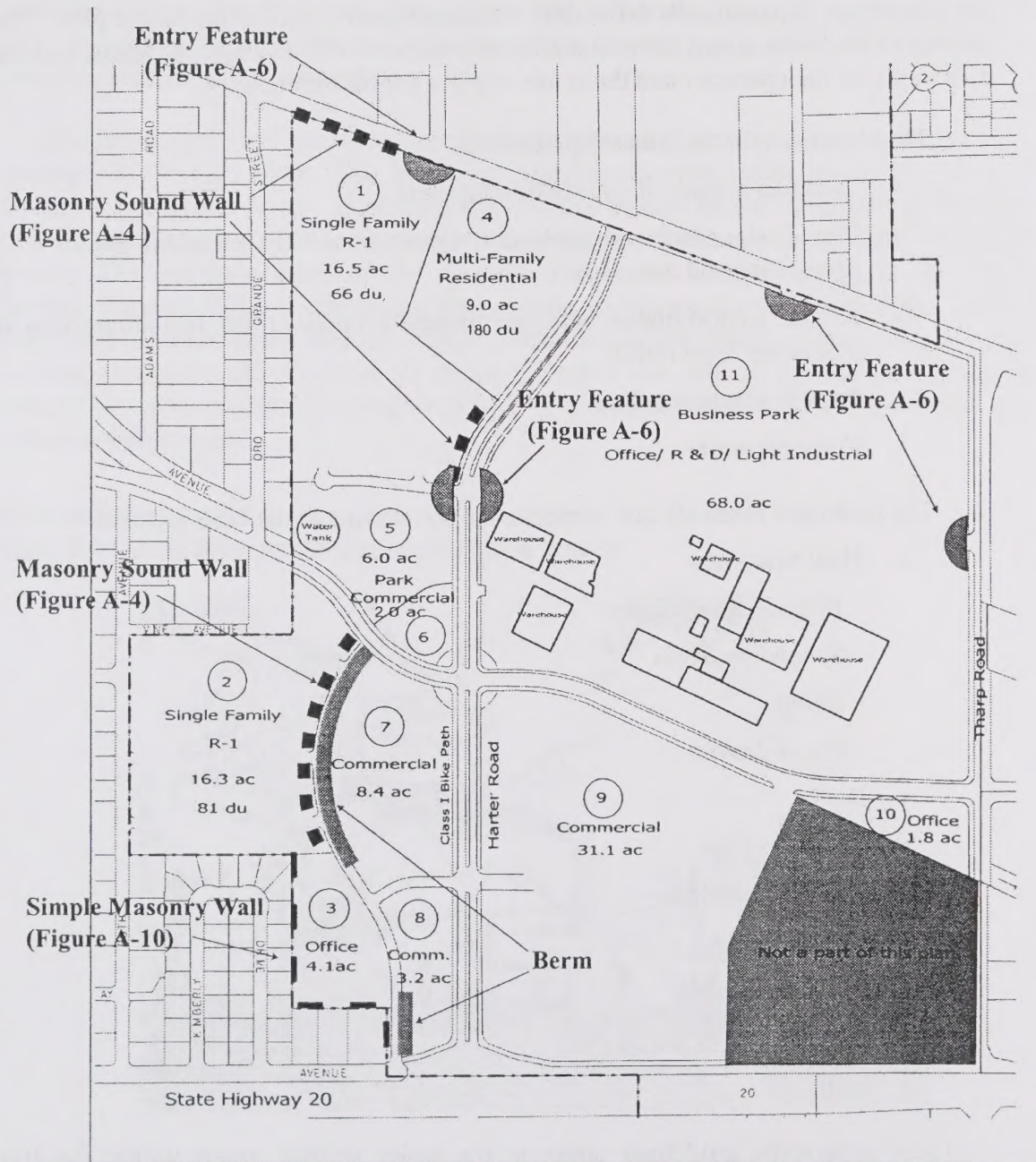
- Plant Materials
 - Primary Street Trees
 - Secondary Trees
 - Shrubs
 - Groundcover
- Berms
- Irrigation
- Street Furnishings
- Street Lighting
- Walls and Fences
- Entries
- Signs

These streetscape guidelines apply to the major arterial streets within the Harter Specific Plan Area: Harter Road, Poole Boulevard and Jefferson Avenue. The perimeter roads include Butte House Road, Tharp Road and State Route 20 (Colusa Avenue).

Figure A-2 illustrates the location of the required walls, fences, project entries and other common area improvements addressed in these design guidelines.

FIGURE A-2

LOCATION OF REQUIRED WALLS, FENCES AND PROJECT ENTRIES

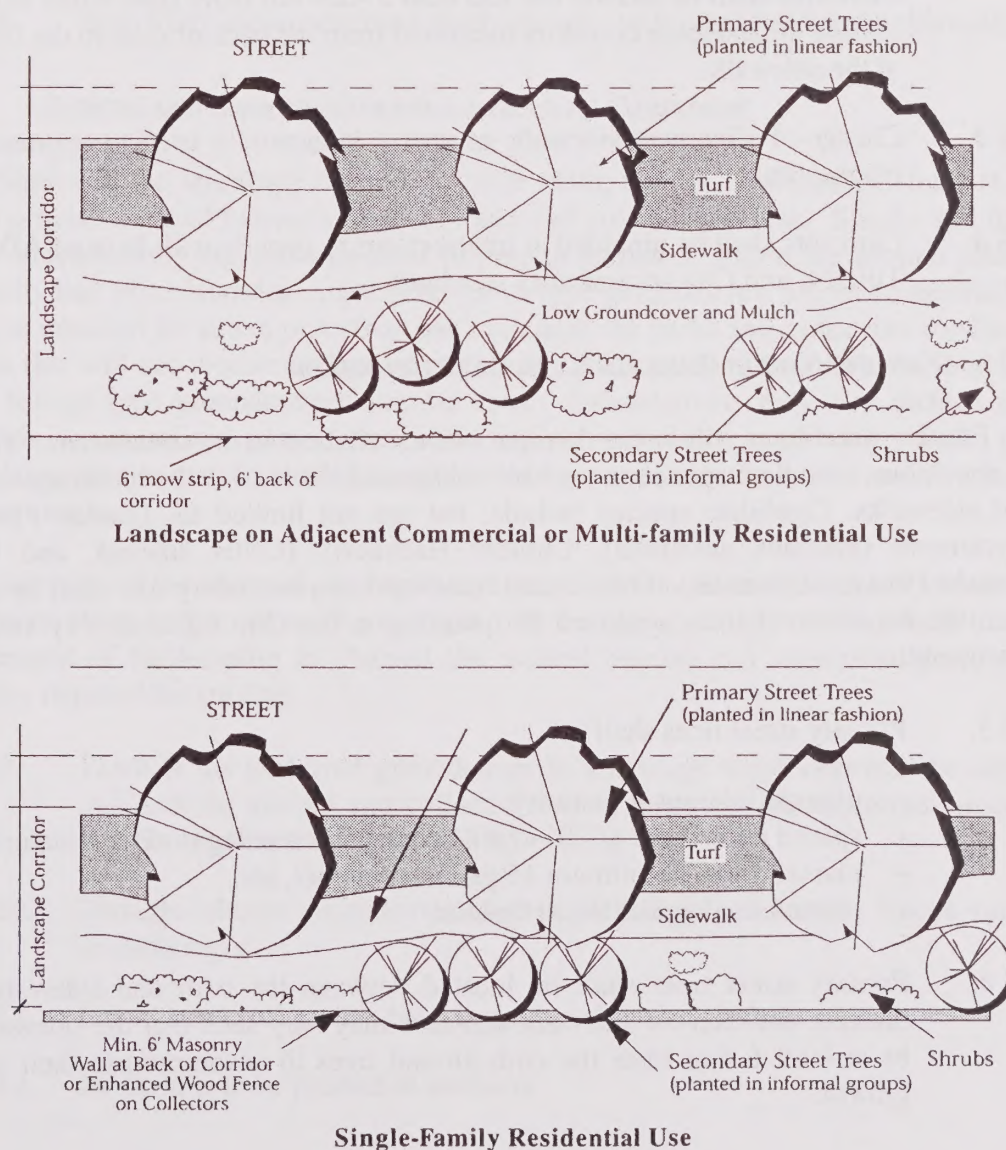


3.1 TYPICAL CONFIGURATION OF LANDSCAPE CORRIDORS

The streetscape in the HSP will be formally landscaped with a combination of turf and groundcover, regularly spaced shade or accent trees and hard edges. The typical landscape configuration as shown in Figure A-3 shall include turf between the back of curb and the sidewalk. However, alternative landscape materials (such as low groundcover plants) may be allowed for the area between the curb and the sidewalk. Low shrubs, mulch or other ground cover shall be used between the back of walk and the edge of the landscape corridor. A six-inch wide concrete mow strip shall define the back of the landscape edge where no wall is required.

FIGURE A-3

TYPICAL LANDSCAPE CONFIGURATION ALONG STREETS



The landscape corridors and the sidewalk/bike path within them will vary in width depending on the type of street.

3.2 SIDEWALKS

Concrete sidewalks shall be located within landscape corridors along arterial and collector streets. Sidewalks on major streets shall provide a relatively direct walking path. However, sidewalks will be allowed to meander from a straight line for aesthetic effect and as required to accommodate street furnishings, trees and light standards.

- DS 1. Unless otherwise noted, sidewalks are to be 6-feet wide on arterial streets, 5-feet wide on collector streets and 4-feet wide on residential streets.
- DS 2. Except where the sidewalk approaches an intersection or a street light standard sidewalks shall be located not less than 6 -feet nor more than 9-feet to the back of curb in landscape corridors measured from the back of curb to the front edge of the sidewalk.
- DS 3. Change-of-alignment sidewalk geometry is generally used to approach street intersections.
- DS 4. Curb cuts shall be provided at intersections to comply with Federal ADA, State Title 24, and City accessibility standards.

3.3 PRIMARY STREET TREES IN LANDSCAPE CORRIDORS

Primary street trees will be the dominant visual element in the street scene. They will be deciduous, broadleaf species to provide substantial shade over the landscape corridors and sidewalks. Candidate species include, but are not limited to, London Plane Tree (Sycamore) (*Platanus acerifolia*), Chinese Hackberry (*Celtis sinensis*), and Chinese Pistache (*Pistacia chinensis*). Other street trees used in a secondary role shall be selected from the list of street trees approved for planting in the City rights-of-way and public easements.

- DS 5. Primary street trees shall be:
 - drought tolerant at maturity,
 - spaced an average of 30' to 40' on center according to size at maturity,
 - planted from a minimum 15 gallon container, and
 - planted in a regular linear fashion.
- DS 6. Primary street trees shall be located between the curb and sidewalk. The distance between the sidewalk and curb may vary such that the sidewalk shall be at least 6 feet from the curb around trees to accommodate their ultimate growth.

3.4 SECONDARY STREET TREES IN LANDSCAPE CORRIDORS

Secondary street trees are used to create points of interest along the street corridor and add contrast to the linear plantings of primary street trees. Secondary trees also provide form and color accents at neighborhood entries. Secondary and accent street trees shall be selected from the approved street tree list.

DS 7. Secondary and accent trees shall be:

- planted in informal fashion as determined by space and tree species,
- distinctive in form and/or color,
- complementary to the form of the dominant street trees, and
- planted from a minimum 15 gallon container.

DS 8. Secondary and accent trees shall typically be located behind the sidewalk.

3.5 SHRUBS AND GROUNDCOVER IN LANDSCAPE CORRIDORS

Shrubs in the landscape corridor provide color, texture, and seasonal interest. They also provide a visual barrier to fences, walls and utility equipment. Shrubs and foliage-type groundcovers may also be used in project entries to soften the ground plane and visually link other landscape materials. Lawn type groundcovers are recommended if the area is intended for active pedestrian use such as in the parks and pedestrian corridors. In areas that will not receive active pedestrian use, such as along major streets, both lawns and foliage type groundcovers may be used. Groundcovers may also include mulch, flowers or naturalized groundcover including native grasses and shrubs. Bark, cobble and larger stones may be used sparingly around groundcovers to reduce maintenance and water usage.

Selection of the common area landscape materials should consider water conservation and their affect on the micro-climate around the buildings. Cool surfaces, shade trees and placement of landscaping to channel the natural breezes can substantially reduce the energy required for cooling.

DS 9. Lawn is the preferred groundcover in landscape strips between the sidewalk and curb on arterial and collector streets; however, the maximum amount of lawn in landscape areas shall be 25 percent.

DS 10. Drought-tolerant groundcover species, including lawn such as fescue varieties, is encouraged.

DS 11. Groundcover other than lawn is preferred behind the back of walk.

DS 12. No lawn is to be planted in medians.

- DS 13. Where lawn areas are hydroseeded, strict weed abatement measures are to be specified.
- DS 14. Lawn and groundcover areas shall be defined by walkways or concrete mow strips.
- DS 15. Lawn may be installed in areas with slopes of 3:1 or less. Groundcover is to be installed on any steeper slope areas.
- DS 16. Groundcover species shall be selected from the list of ground covers approved for planting in the City rights-of-way and public easements.
- DS 17. Shrubs shall be:
- a minimum 1 gallon container.
 - placed to not obstruct important pedestrian or vehicular sightlines.
- DS 18. Water conservation shall be considered in the selection of groundcover materials.
- DS 19. A variety of non-living groundcovers are encouraged to supplement the primary groundcover and thereby reduce maintenance and irrigation. These may include bark, cobble and larger stones. However, the maximum amount of non-living groundcover in landscape frontages shall not exceed 25 percent.
- DS 20. Native or native-type boulders, 2 to 5 feet in diameter or larger, may be placed within landscape corridors as accent elements.

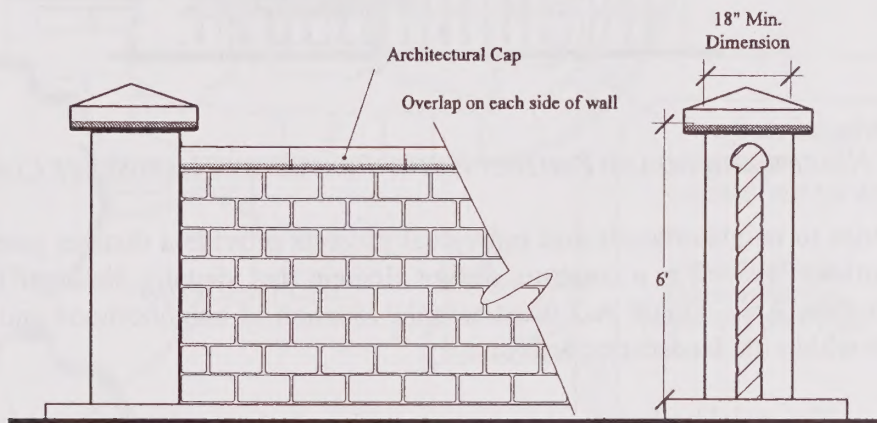
3.6 MASONRY WALLS ADJACENT TO LANDSCAPE CORRIDORS

The Harter Specific Plan Area should be an open landscape that allows pedestrian access between land uses. But solid fences or walls will be required to mitigate traffic noise and provide privacy and security for certain land uses. Masonry walls shall be required at the back of the landscape corridor along Butte House Road and Harter Road where it is necessary to shield single family residences from the effect of adjacent traffic noise. This occurs adjacent to Parcel 1 as shown in Figure A-2.

- DS 21. The minimum height of masonry walls along arterial streets (Butte House Road and Harter Road) shall be not less than six feet above the back of curb. Where the wall is located on a landscape berm, the total height of both wall and berm must be at least six feet. Wall height may be reduced to four feet where it is part of a landscape feature in a project entry area and it is not needed for noise attenuation.
- DS 22. The landscape materials should become the dominant visual element in the corridor. Therefore, masonry walls should be a simple design that will eventually be a background element screened by landscape materials. Wall

materials shall have a textured face such as cast patterns, split faced, comb-faced or stucco finished which is easily maintained. Defensive planting including shrubs and vines at the base of the wall shall be used to discourage graffiti and other forms of vandalism. Where defensive planting is not practical the wall material shall be such that can be easily recoated or painted if required to repair vandalism. Variations in wall designs from location to location within the Plan Area are acceptable, however, continuity in theme and use of the materials is important. Figure A-4 illustrates a typical masonry wall.

FIGURE A-4
TYPICAL MASONRY SOUND WALL

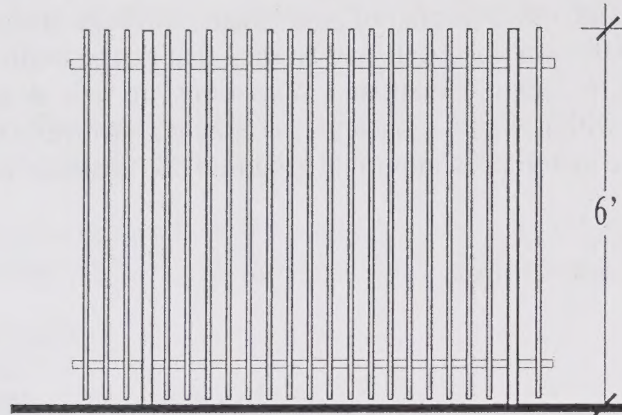


- DS 23. Masonry walls shall have a masonry or architectural cap made of complimentary masonry or pre-cast concrete. The cap shall extend over the wall a minimum of 2 inches to create a reveal detail and a shadow line along the top of the masonry.
- DS 24. Pilasters or columns in masonry walls shall be used to visually define the openings at each side of neighborhood vehicular entrances and pedestrian passages, and at each angle point (change in direction). Pilasters and columns, except as described above, shall occur at a minimum of 50 feet.
- DS 25. Pilasters and columns shall be constructed of materials complimentary to the masonry wall. Acceptable materials include masonry block, brick, stone, and cobble and stucco finish.

3.7 OPEN FENCES IN LANDSCAPE CORRIDORS

Open, wrought iron or steel fences may be used at the back of the landscape corridor adjacent to the business-park (Parcel 11) as shown in Figure A-2. Figure A-5 illustrates a typical open fence section.

FIGURE A-5
TYPICAL WROUGHT IRON STYLE OPEN FENCE



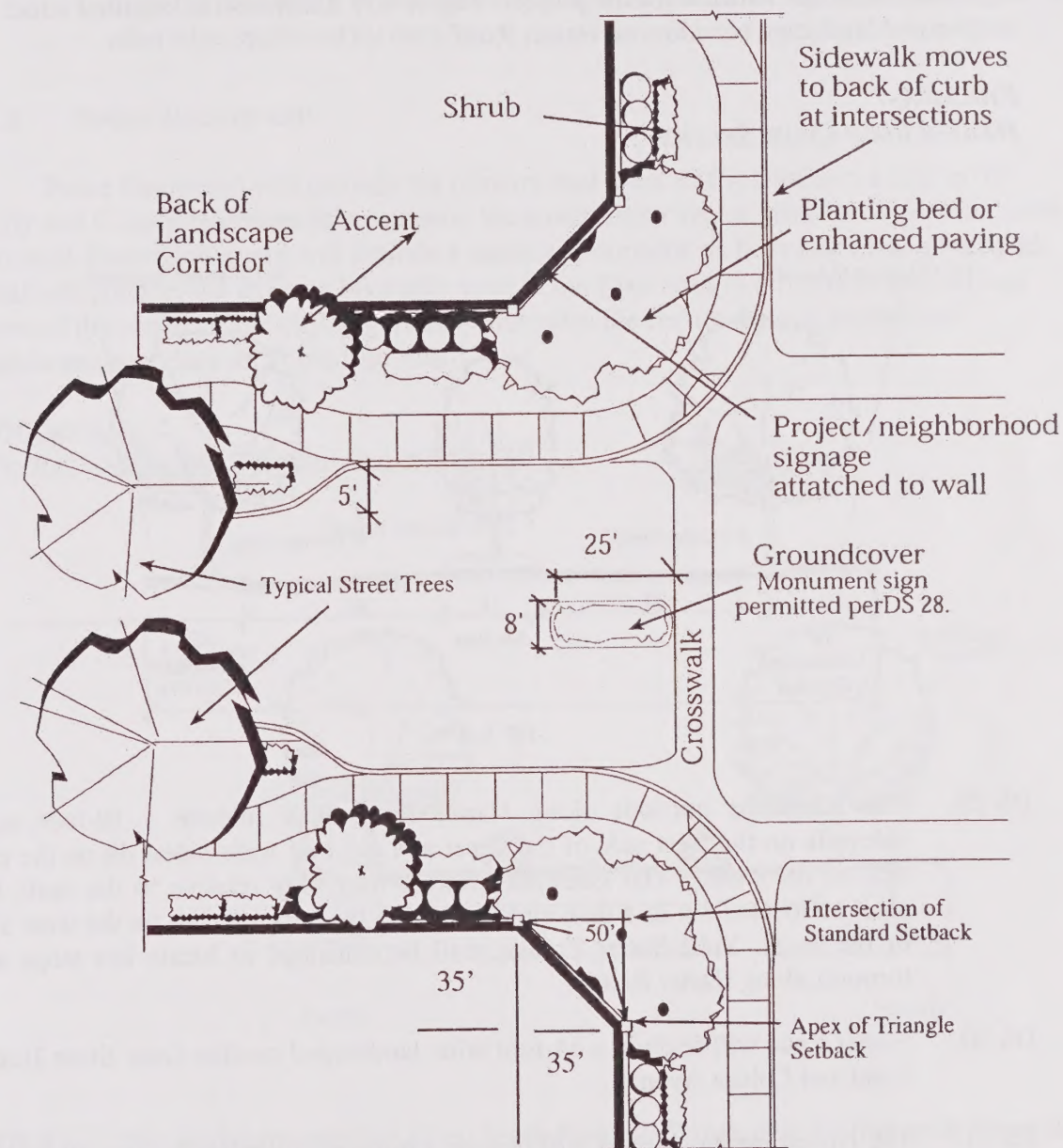
3.8 NEIGHBORHOOD AND PROJECT ENTRY FEATURES IN LANDSCAPE CORRIDORS

Entries to neighborhoods and individual projects provide a distinct gateway for each neighborhood as well as a common design element that visually distinguishes the Harter Specific Plan Area. Figure A-2 illustrates the location of neighborhood and project entry features within the landscape corridors.

- DS 26. The neighborhood entry feature will include the landscape corridor plus an additional triangular setback area. As illustrated in Figure A-6, the corners of the triangle shall be not less than 35' from the street edge of the required landscape corridor.
- DS 27. Landscaping in the neighborhood entry may include accent trees, colorful annual plants, turf, artwork, signs and special landscape elements such as enhanced paving and seating areas.
- DS 28. Neighborhood entries may include median entry islands with landscaping consistent with the adjacent entry feature. Entry medians may include one identifying monument sign.

FIGURE A-6

TYPICAL PROJECT ENTRY AT BUSINESS PARK AND RESIDENTIAL NEIGHBORHOOD



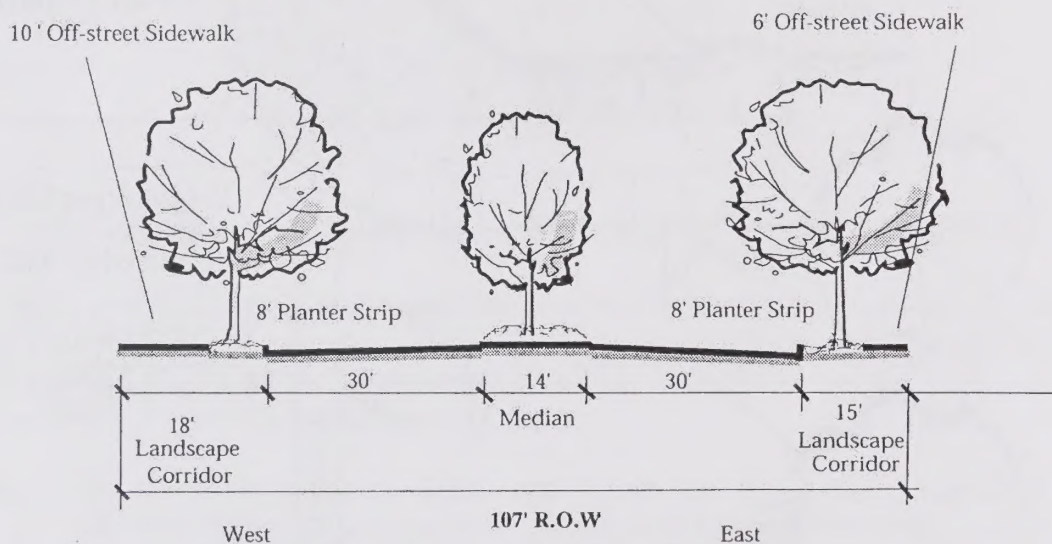
4. SPECIFIC STREET CRITERIA

The width of the travel way and the landscape corridor will vary depending on the traffic demand and the purpose of the street.

4.1 HARTER ROAD

Harter Road will be the primary street within the Plan Area and will provide the signature landscape corridor for the project. Figure A-7 illustrates the required street section and landscape corridors on Harter Road.

FIGURE A-7
HARTER ROAD CROSS SECTION



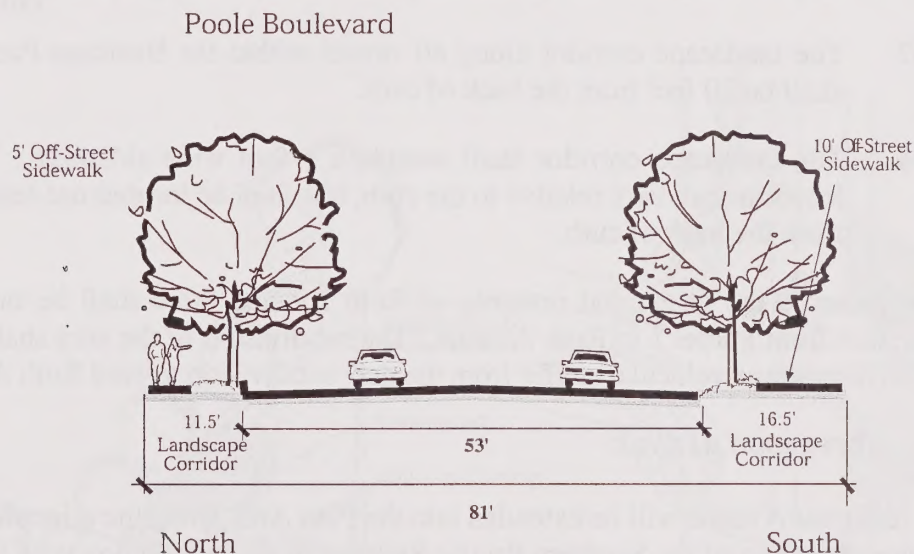
- DS 29. The landscape corridor along Harter Road shall include a 10-foot wide sidewalk on the west side of the street and a 6-foot wide sidewalk on the east side of the street. The sidewalk location may vary relative to the curb, but shall be located not less than eight feet from the back of curb on the west side of the street. Yuba-Sutter Transit shall be consulted to locate bus stops and turnouts along Harter Road.
- DS 30. Harter Road will include a 14-foot wide landscaped median from Butte House Road and Colusa Avenue.
- DS 31. The typical median design will include a primary street tree located 30 feet on center, near the centerline of the median. Accent trees may be used in combination with the primary tree to provide visual interest. The following landscape features are planned in the median:
- Median trees are to be planted in the center of the median.
 - Low-profile shrubs shall be used between tree groupings.
 - A very low, spreading groundcover will be used around and between the groups of trees and shrubs, or as otherwise approved by the City.

- DS 32. The design of left-turn pockets in medians should incorporate the minimum stacking distance necessary to address traffic expectations. The minimum distance between median openings shall be not less than 600 feet measured from the centerline of one opening to the centerline of the next opening, or as otherwise approved by the City.

4.2 POOLE BOULEVARD

Poole Boulevard will provide the primary east-west traffic flow and a link to the City and County buildings that comprise the government center just east of the Plan Area. As such Poole Boulevard will include a landscape corridor on both sides and a bike path that will connect the existing bike path west of the Plan Area to a future extension east toward the center of the city. Figure A-8 illustrates the required street section and landscape corridors on Poole Boulevard.

FIGURE A-8
POOLE BOULEVARD TYPICAL CROSS SECTION



- DS 33. The landscape corridor along Poole Road shall include a 10-foot wide sidewalk on the south side of the street and a 5-foot wide sidewalk on the north side of the street. The sidewalk location may vary relative to the curb, but shall be located not less than six feet from the back of curb on the south side of the street. Yuba-Sutter Transit shall be consulted to locate bus stops and turnouts along Poole Boulevard.
- DS 34. Poole Boulevard will include a 12-foot wide center turn lane from Tharp Road to Harter Road.

4.3 THARP ROAD/BUTTE HOUSE ROAD/COLUSA AVENUE

In order to establish a quality image and identity for the entire Plan Area the major streets on the perimeter of the Plan Area will be landscaped consistent with the standards for Poole Boulevard and Harter Road.

- DS 35. The landscape corridor along Tharp Road and Butte House Road shall be 20 feet from the back of sidewalk. The landscape corridor along Colusa Avenue shall be 20 feet from the back of the California Department of Transportation right-of-way. Yuba-Sutter Transit shall be consulted to locate bus stops and turnouts as needed.
- DS 36. The landscape corridor shall include a 6-foot wide sidewalk adjacent to the Plan Area along Tharp Road and Butte House Road. The sidewalk location may vary relative to the curb, but shall be located not less than six feet from the back of curb. There shall be no sidewalk along Highway 20.

4.4 COLLECTOR STREETS IN THE BUSINESS PARK AND SINGLE-FAMILY RESIDENTIAL

Streets within the Business Park (Parcel 11) contribute to the overall image of the Plan Area by providing a landscaped frontage for the adjoining properties.

- DS 37. The landscape corridor along all streets within the Business Park (Parcel 11) shall be 20 feet from the back of curb.
- DS 38. The landscape corridor shall include a 5-foot wide sidewalk. The sidewalk location may vary relative to the curb, but shall be located not less than six feet from the back of curb.

To preserve the residential integrity of Ruth Avenue there shall be only one street connection from Parcel 2 to Ruth Avenue. The subdivision of the area shall be designed so as to discourage vehicular traffic from the new subdivision toward Ruth Avenue.

4.5 JEFFERSON AVENUE

Jefferson Avenue will be extended into the Plan Area along the alignment of the abandoned section of the Southern Pacific Railroad to the intersection with Harter Road. Single family homes and the Commercial Center (Parcel 7) will abut the south side of Jefferson Avenue in the Plan Area. The Neighborhood Park (Parcel 5) and the Village Commercial Center (Parcel 6) will abut the north side of Jefferson. Standard residential setbacks will be required on the single-family residential parcels fronting on Jefferson. A 15-foot wide landscaped setback shall be required adjacent to the commercial uses (Parcels 6 and 7). The landscaping on the north side of Jefferson will be included in the park. The pedestrian/bike path will be routed through the park and connect to the intersection of Jefferson Avenue and Harter Road. The path will cross Harter Road and then follow along the south side of Poole Boulevard.

4.6 INTERSECTION OF POOLE BOULEVARD/JEFFERSON AVENUE AND HARTER ROAD

The intersection of Poole Boulevard/Jefferson Avenue and Harter Road is the major vehicle, pedestrian and bike trail crossroads in the Plan Area. The intersection is also

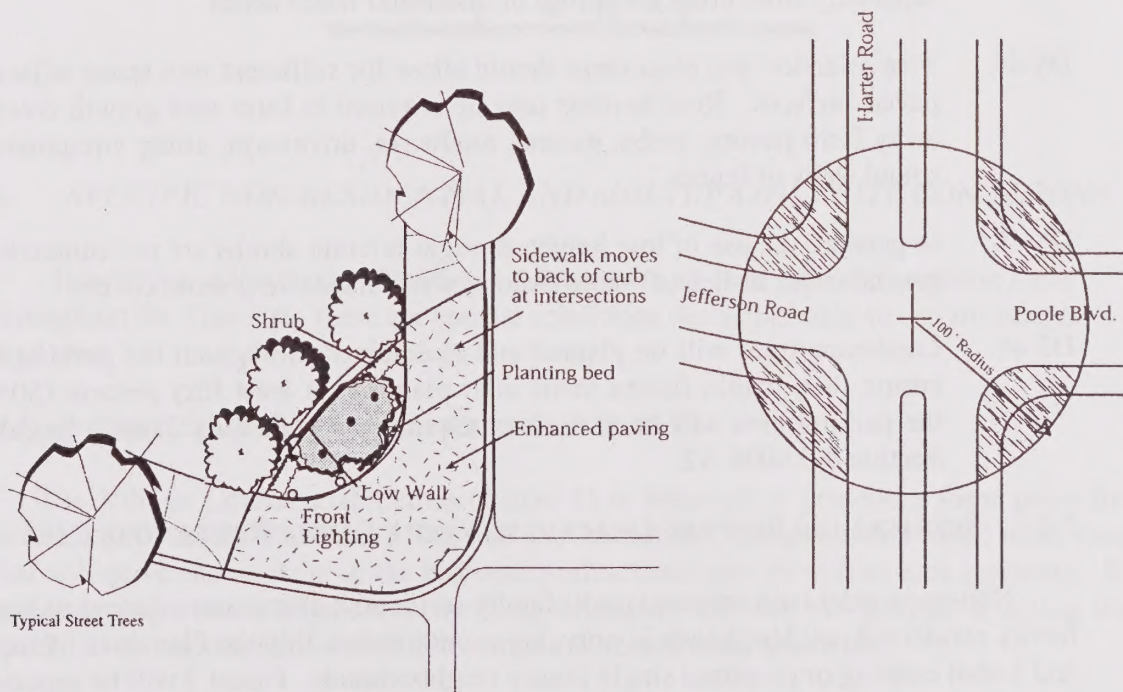
approximately the geographic center of the plan and will serve as the gateway to the Neighborhood Park and Village Center.

DS 39. The street side landscaping shall be expanded to include the area defined by a radius of 100 feet measured from the center of the intersection as illustrated in Figure A-9.

DS 40. The enhanced landscape shall include a special paving (such as stamped concrete or pavers) within the 100-foot radius. A 2-foot high wall of similar material shall be located along a minimum of 40% of the perimeter of the expanded landscape. A planting bed containing perennials or colorful annual plants shall be located in front of the wall. Ground mounted lighting shall be used to highlight the planting bed and wall. Pedestrian scale lighting shall be located at the perimeter of the expanded landscape area.

FIGURE A-9

SPECIAL LANDSCAPE TREATMENT AT THE HARTER ROAD/POOLE BOULEVARD INTERSECTION



5. PLAN AREA NON-RESIDENTIAL USE DESIGN STANDARDS

The Plan Area includes commercial, light industrial, business-professional and office land uses that share common design characteristics. These include large parking areas, truck access, on-site vehicle circulation, on-site pedestrian circulation, common landscape areas and large buildings. Although the land uses differ in their particular configuration and scale, the following Design Standards apply to all such uses.

5.1 GENERAL LANDSCAPING GUIDELINES

The common area landscaping in and around the non-residential uses and the multi-family residential use can contribute significantly to the identity and overall quality of the Plan Area. The landscaping will provide color, shade, and movement to the environment around the parking areas and buildings. The landscaping and paving design can also reduce energy required for building cooling modifying the micro-climate around the buildings. Cool surfaces, shade trees and placement of landscaping to channel the evening breezes can substantially reduce the energy required for cooling.

- DS 41. Landscape design and plant material selection shall use the City approved plant list and shall focus on drought tolerant species that meet the water efficient landscape criteria.
- DS 42. The plant palette should emphasize massing and form rather than individual or small groupings of shrubs and trees.
- DS 43. Plants should be grouped according to their water needs and irrigated separately from other groupings of dissimilar water needs.
- DS 44. Tree selection and placement should allow for sufficient root space adjacent to paved surfaces. Root barriers may be required to force root growth down and away from paving, curbs, gutters, roadways, driveways, utility equipment and sound walls or fences.
- DS 45. In general, the use of low height, drought tolerant shrubs are recommended for ground cover in-lieu of short-lived or water intensive ground covers.
- DS 46. Landscape trees will be planted and maintained throughout the parking lot to ensure that, within fifteen years after planting, at least fifty percent (50%) of the parking area will be shaded as required in Yuba City Zoning Regulation Section 8-5.6004.A2.

5.2 SETBACKS AND BUFFERS ADJACENT TO SINGLE FAMILY RESIDENTIAL USES

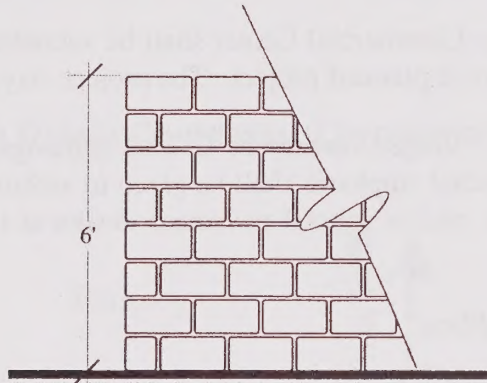
Non-residential land uses and multi-family residential uses occur adjacent to single family residential neighborhoods in only three conditions within the Plan Area. Parcels 3 and 4 abut existing or proposed single family neighborhoods. Parcel 7 will be separated from the proposed single family use by a local street, but will require special design features to buffer the proposed commercial uses that will be oriented to Harter Road.

- DS 47. Side and rear setbacks on Parcels 3 and 4 adjacent to single family residences, shall allow for a minimum 10 foot planter area adjacent to property lines to buffer impacts and screen undesirable views. Two story buildings on Parcel 4 shall allow for a minimum 20 foot planter area adjacent to property lines.

- DS 48. Simple masonry walls shall be used as a barrier between the office use on Parcel 3 and the adjacent existing single family residential use, and between the multi-family residential use on Parcel 4 and the adjacent single family residential use on Parcel 1. Figure A-2 identifies appropriate locations for this less decorative wall. A simple masonry wall section is illustrated in Figure A-10.

FIGURE A-10

TYPICAL SIMPLE MASONRY WALL BETWEEN DISSIMILAR LAND USES



6. SPECIFIC NON-RESIDENTIAL AND MULTI-FAMILY SITE CONDITIONS

In addition to the Design Standards that apply to all land uses and common areas throughout the Plan Area there are special conditions that apply only to certain sites or land uses.

6.1 THE VILLAGE COMMERCIAL CENTER (PARCEL 6)

The Village Commercial Center (Parcel 6) is intended to provide a focal point for social activity in the Plan Area. The site should include restaurants and small retail uses that will serve the workers in the business-professional area as well as area residents. In addition, the center is adjacent to the Neighborhood Park that will provide a setting for special events and neighborhood gatherings and recreational activities.

It is intended that the park and commercial area be designed as complementary uses. The boundary between the Village Commercial Center and Neighborhood Park (Parcel 5) should be designed to provide a functional connection and to encourage pedestrian access between the commercial uses and the park. This shall take form as a portion of the “public space” required in the City of Yuba City Design Guidelines, Commercial Guidelines, Civic Places, (p.14). The public area obligation for all commercial uses within the Specific Plan area shall be satisfied with improvement of a public area in Parcel 6. The commercial properties that do not provide the public area shall provide

funding for improvement of the public area on Parcel 6 through fee paid to the City in-lieu of allocation and improvement of a public area on each commercial parcel.

As described in the City Design Guidelines the public space may include outdoor seating, outdoor cafes, areas for outdoor sales and outdoor performances. The required public space shall include a paved plaza or promenade that directly links the pedestrian sidewalk in the commercial area to a pedestrian walk within the park.

The following guidelines will be applied to development of the Village Commercial Center:

- DS 49. The Village Commercial Center shall be submitted for review and approval as a single master planned project. The project may be constructed in phases.
- DS 50. Within the Village Commercial Center, buildings are to have a unifying design theme. Special emphasis shall be given to architectural elements, artwork, site furnishings, and/or special pavement design at the pedestrian intensive Plaza areas.

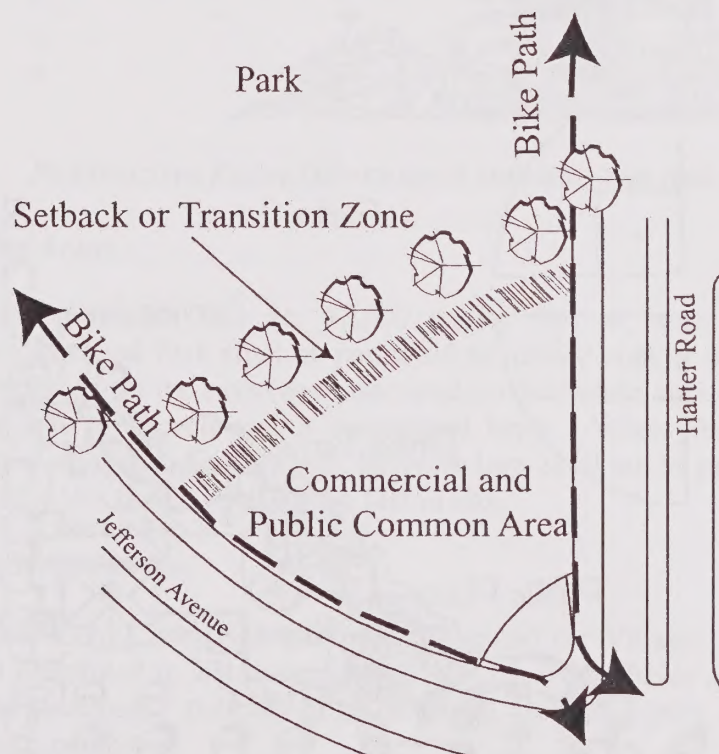
“The Village Plaza”

- DS 51. The Village Commercial Center shall include a “civic space” or public common area that satisfies the Yuba City Design Guidelines for Civic Places as required in Guideline 5 of the Commercial Guidelines, Civic Places Section. The public common area shall be known as the “Village Plaza”.
- DS 52. The Village Plaza is to be designed as an integral part of the master plan for the Village Commercial Center. The developer of the Village Commercial Center shall be responsible for financing, constructing, and maintaining the Village Plaza.
- DS 53. The Village Plaza shall incorporate a paving design that is consistent with and/or complementary to the design established by the Village Center.
- DS 54. The Village Plaza shall be designed to accommodate tables and benches for outdoor dining and casual seating as well as carts for outdoor vending.
- DS 55. Thematic lighting compatible with that used along the Village Center shall be incorporated into the Village Plaza design to promote evening use.
- DS 56. The Village Plaza shall be developed concurrently with the directly adjacent commercial development.
- DS 57. A 20-foot wide setback is to be established along the property line contiguous to the Neighborhood Park to provide a seamless transition between the Village Commercial Center and the Neighborhood Park and to accommodate connections to the park pathway system. Figure A-11 illustrates the configuration of the transition zone and the pedestrian areas.

- Within the transition zone (setback), the Village Commercial Center shall incorporate a terrace feature along the park/commercial edge for a minimum distance of 100 feet from Jefferson Avenue. Such a terrace feature shall provide an opportunity to connect to the Neighborhood Park's perimeter pathway system and to orient retail/food uses towards the park. The terrace shall incorporate pedestrian elements such as tables, benches, artwork, planter pots and special pavement design. The setback or transition zone may also include outdoor dining directly associated with a restaurant in the Village Center or other informal dining associated with vendors permitted by the Village Center land owner and the City to operate in the area.

FIGURE A-11

NEIGHBORHOOD PARK AND VILLAGE COMMERCIAL CENTER INTERFACE



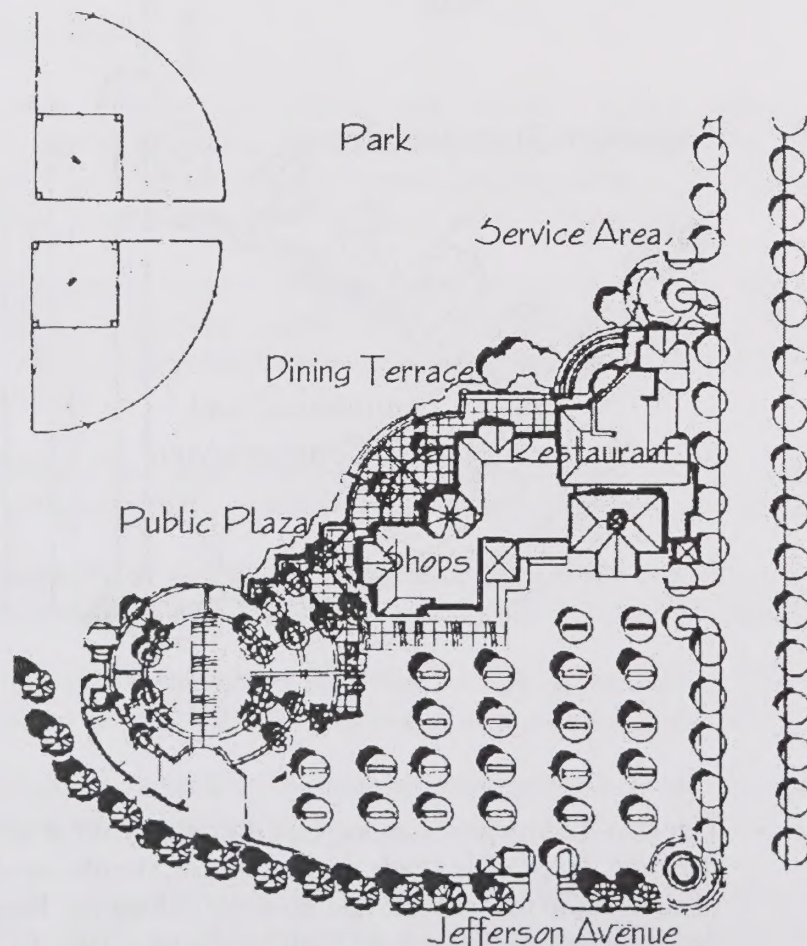
- Figure A-12 provides a conceptual illustration of the terrace interface with the park. To provide shade in the summer, deciduous shade trees shall be planted approximately 25 feet on center along the length of the required pedestrian zone. These trees shall be placed at least 10 feet away from the face of any building wall.

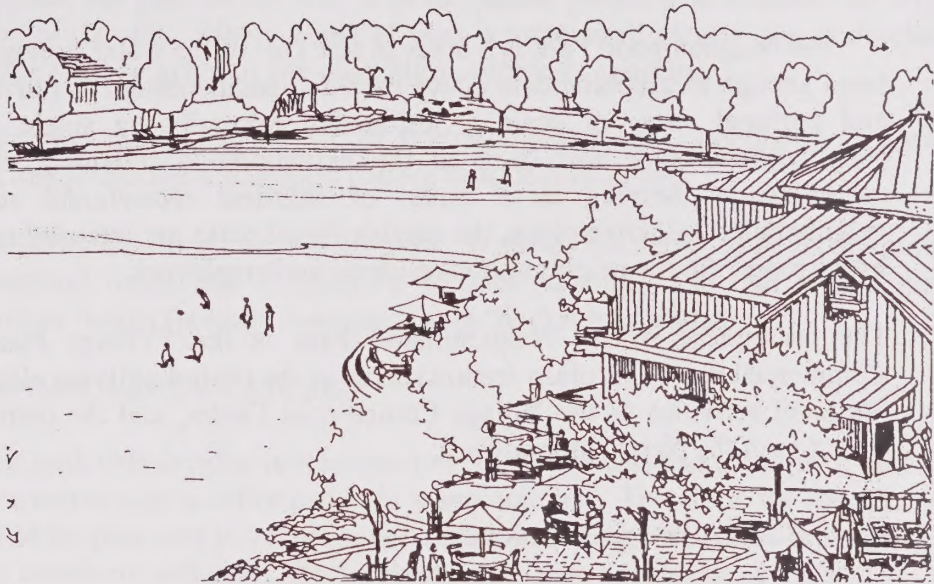
- Those portions of the transition zone that do not incorporate pedestrian elements as described above, shall be designed in a manner that is sensitive to the interface with Neighborhood Park. Where the walls of buildings abut the park, the setback/transition zone shall be landscaped with trees and understory plantings consistent with the immediately adjacent park areas. Wall mounted latticework, special materials or other architectural elements are encouraged to add detail and scale to building walls.
- Building elevations shall incorporate similar architectural elements on the rear of the building as used on the front.

FIGURE A-12

CONCEPTUAL ILLUSTRATION OF PARK/COMMERCIAL INTERFACE

PLAN VIEW





PERSPECTIVE FROM JEFFERSON AVENUE TO THE NORTH

Loading Areas

- DS 58. Building tenants that are 10,000 square feet or larger that back to the Neighborhood Park shall be permitted to include side or rear loaded delivery bays, provided the bays (and associated service/refuse areas) are screened from the park by a wall and/or landscaped berm. Where feasible, side loaded delivery bays are encouraged. Delivery bays shall not be permitted for tenants that are less than 10,000 square feet in size.

Truck Service Drives

- DS 59. Truck service drives are discouraged behind the Village Commercial Center and prohibited in any pedestrian zones. If service drives are included behind retail buildings, they shall be screened from the park by a wall and/or landscaped berm.
- DS 60. In order to lend variety to the frontage streetscape and to enhance the overall pedestrian scale of development, some buildings are encouraged to be located directly along the Harter Road frontage.
- DS 61. The sidewalk and landscape setback area at the northwest quadrant of Harter Road and Jefferson Avenue shall be designed as an integral part of the Village Center commercial master plan.

DS 62. Second-story office or retail space is allowed above any of the retail spaces.

6.1.1 The Neighborhood Park

The Neighborhood Park is 5 acres in size (net of the water storage facility), making it large enough to accommodate active uses and small enough to provide a more intimate and personal sense of scale. Surrounded primarily by single loaded streets, the Neighborhood Park will open to the neighborhood providing ease of access and surveillance. Serving as a center of informal recreational activity and as the neighborhood gathering place, the neighborhood parks are intended to act as an “outdoor living room” for the neighborhood residents and employees.

The centerpiece of the Neighborhood Park is the “Village Plaza” in the Village Commercial use. This plaza feature serves as the central unifying element, tying together the retail activities of the Village Commercial Center, and the recreational and leisure activities of the Neighborhood Park.

6.2 COMMUNITY COMMERCIAL

The retail land uses in Parcels 7 and 8 can accommodate a range of local and regional shopping and services needs. Among these are auto-oriented services such as drive-through restaurants and service stations. Restaurants, stand alone shops and larger retail uses may occur on Parcel 7. The commercial land uses also provide opportunity for office and business/professional uses to serve the local community. Both Parcel 7 and Parcel 8 will provide landscape amenities and pedestrian access as required in Sections 4.1, 4.3 and 5.1.6 of these Design Standards.

DS 63. The portion of Parcel 7 adjacent to the single family neighborhood, (Parcel 2) and the portion of Parcel 8 adjacent to the existing single family neighborhood shall provide a 15-foot landscape buffer along the back of the sidewalk on the local street. The landscape buffer shall include a berm not less than three feet high measured from the sidewalk elevation, and shall be include shrubs and hedges sufficient to visually screen the commercial use from the adjacent residences.

DS 64. Truck delivery to businesses on Parcel 7 and that portion of Parcel 8 abutting the existing residential area shall be restricted to the hours of 7 AM to 9 PM.

DS 65. If a service station use is proposed within the Parcel 7 or Parcel 8, the use shall comply with the following standards:

- All service station related buildings shall front on the adjacent street frontage.
- All pump islands shall be oriented internally to the Commercial Center.

6.3 HIGHWAY ORIENTED COMMERCIAL

- DS 66. The internal function of Parcel 9 shall be addressed in the context of a conceptual site plan at the time a development proposal is initiated for any portion of the site. Where a mix of uses is anticipated for the site, particular attention shall be given to site circulation, access and parking.
- DS 67. The primary tree along the SR 20 frontage shall be the Bloodgood London Plane tree planted in a staggered pattern at 40 feet on center.
- DS 68. All building elevations visible from SR 20 should be designed to incorporate architectural detail that is sensitive to such visibility and that avoids the featureless design typically associated with “backside” facades.

6.4 BUSINESS PARK AND OFFICE DESIGN

The business park will develop in response to market demands and the type of uses may range from warehousing to office and light manufacturing. Therefore, the specific design character of the plan area is unknown and the general design standards provided elsewhere in this document will guide the development. There are specific design considerations that should be addressed in any mix of business use.

- DS 69. All development in the Business Park (Parcel 11) shall meet the landscape design standards in this document.
- DS 70. Outdoor storage and truck parking areas in the existing cannery facility shall be screened from new business park development by a 6 foot solid fence and landscape buffer not less than 15 feet wide.

6.5 MULTI-FAMILY RESIDENTIAL DESIGN

The Harter Specific Plan includes one site for multi-family residential use (Parcel 4). Located on the southwest corner of the intersection of Butter House Road and Harter Road, the multi-family project will be at a major entry to the Plan Area.

6.5.1 MULTI-FAMILY SITE PLANNING

- DS 71. Buildings should be sited to create visual interest and configured to attenuate noise sources such as major roadways.
- DS 72. Recreational areas, spaces used for sitting, eating, strolling, informal gatherings, “tot lots” for children’s play and other open space shall be provided as integral elements of multi-family residential. Open areas should be centrally and conveniently located to a majority of the units.
- DS 73. Design and layout of recreational areas should consider safety, security and the local climate and seasonal conditions and provide important protection from

the sun and wind and to provide access to sun in the winter and shade in the summer.

- DS 74. Site furniture including tables and umbrellas, benches, trash receptacles, ash urns and light fixtures should be provided and should use a common design theme and match or complement project architecture.
- DS 75. Furniture should be selected not only for its functional and aesthetic qualities but should also focus on the quality of materials and finishes that provide long-term durability and resistance to vandalism.

6.5.2 *MULTI-FAMILY VEHICLE ACCESS, CIRCULATION AND PARKING*

- DS 76. At the main entry to the leasing office and at building entries, consideration should be given to providing short-term parking for delivery and service vehicles such that they will not block pedestrian and vehicle circulation routes.
- DS 77. Drives should allow for and facilitate emergency access to the site and all buildings.
- DS 78. On-site circulation should be designed to discourage speeding by avoiding long straight drives where conflicts with pedestrians and parked cars may occur.
- DS 79. Speed bumps are strongly discouraged.

6.5.3 *MULTI-FAMILY PEDESTRIAN/BIKEWAY ACCESS AND CIRCULATION*

- DS 80. Multi-family projects shall provide bikeway development as part of the street and/or street corridor improvements or open space connections. Site planners shall verify bikeway requirements and routing by reviewing the Harter Specific Plan.
- DS 81. Bicycle racks shall be provided in sufficient quantities to accommodate the anticipated level of bicycle traffic. Bicycle racks or lockers should be located in highly visible and convenient areas at residential units and common areas, but shall not obstruct the pedestrian walkways.

6.5.4 *MULTI-FAMILY BUILDING MASS AND SCALE*

- DS 82. All elevations of a building visible from public areas should be given treatment similar in materials and quality to the primary elevation.
- DS 83. Building entries should be emphasized through building articulation and form so that unit entries are easily identified and visible from the parking area or pedestrian way.

- DS 84. Stairs and other entry access requirements such as wheelchair ramps should be integrated into the overall project design.
- DS 85. Roof lines, wall planes and wall heights should be varied and significantly articulated to create architectural interest.
- DS 86. Landscaping and architectural detail at the street level should be used to soften the edge of the building and enhance the pedestrian scale and streetscape.
- DS 87. Blank walls in areas where pedestrian traffic occurs are discouraged. Landscaping and architectural treatment should be used to create a comfortable environment for pedestrians.

7. SINGLE FAMILY RESIDENTIAL NEIGHBORHOOD DESIGN

There are two separate residential neighborhoods in the Plan Area. Neighborhood identity will be established by landscape materials or design themes in the gateways, project identification signs, streetscape and park design in each neighborhood which are detailed in the Landscape Guidelines section.

7.1 RESIDENTIAL STREETS

The design of the residential street system can encourage and facilitate pedestrian circulation. Small-scale streets will permit traffic to flow directly to residences, but at slow speeds and low volumes. This should make the streets safer for children and pedestrians. The internal street system should be designed to allow residents to walk easily to the Neighborhood Park and convenience commercial.

- DS 88. Neighborhood streets should also be used to enhance the sense of community in a neighborhood. This is achieved by providing opportunities for pedestrians to meet with their neighbors along the sidewalks in front of residences, along landscaped corridors, and in gathering places such as the Neighborhood Park and commercial areas. The street system also should enhance the sense of neighborhood by providing views to such public spaces and leading pedestrians to them. No residential street shall provide a direct route from one arterial street to another such that motorists use the residential street as an alternate to the arterial route.
- DS 89. Typically residential streets should not exceed 800 feet in length unless it is interrupted by a change in direction of not less than 10 degrees, or other feature designed to slow traffic speed. Such features may include, but are not limited to a controlled intersection, a curb bulb or traffic circle (roundabout). Speed bumps are not an acceptable alternative.
- DS 90. Residential streets shall be designed to provide a reasonably direct route to neighborhood public spaces such as the neighborhood park and commercial uses.

- DS 91. Residential streets shall provide a direct connection to the commercial uses so that it is not necessary to exit the neighborhood to reach the commercial use.

7.2 DESIGN STANDARDS FOR ALL SINGLE FAMILY

7.2.1 SOLAR ACCESS AND SHADING

The temperature within and around single family dwellings can be moderated by proper orientation and shading. Simple orientation of the residences, location of windows, and use of trees and shading devices can substantially mitigate solar heat gain in the summer.

Conversely, solar gain during the winter can be used to maintain warmer interior temperatures. Winter heating with solar energy can be improved through building orientation and use of materials.

It is intended that the opportunity to apply this technology shall not be precluded as the Plan Area develops over time. Certainly within the time frame of this Specific Plan there will be improvements in photovoltaic and other solar technologies. Preserving the opportunity to apply these technologies can be achieved primarily through building orientation and ensuring that properly oriented roof areas are not shaded.

Dwelling Orientation

The objective is to orient dwellings such that the least surface wall area of the dwelling is exposed to the direct rays of the sun. This can be achieved in a variety of configurations. Generally, an east-west oriented street will permit the dwelling to be shaded by the adjacent dwelling. However, the type of dwelling, the configuration of the residential parcel and the availability of shade trees will often have more significance than the orientation of the street.

Dwellings are encouraged to be oriented to provide the least exposure to the west sun. Where suitable orientation is not feasible, shade trees and/or shading devices may mitigate this.

- DS 92. Dwellings are encouraged to be designed to include a roof plane oriented to permit use of photovoltaic cells throughout the year.

- DS 93. Photovoltaic cells and supporting structure panels shall not be visible from the street in front of the residence unless designed as an integral element of the roof and made part of the primary roof plane.

Shading Devices

Awnings, arbors, porches, sun screens and other shading devices are encouraged to limit exposure of walls and windows to the sun.

- DS 94. Shading devices may project up to twenty-four inches into required side yard setbacks.

Shade Trees

Deciduous trees located on the south and west side of dwellings provide shade that can substantially mitigate summer heat.

- DS 95. Each residential parcel should provide a tree located to provide summer shading of the windows on the south and/or west side of the house. The tree shall be a deciduous, drought tolerant species with a mature height of not less than 30 feet.

7.2.2 ORIENTATION TO THE STREET

One means of facilitating interaction among neighbors is to provide a common area where neighbors are likely to see one another on a regular basis and, thereby establish relationships. Residential streets provide a common area where the dwellings are oriented toward the street.

- DS 96. Dwellings shall be oriented with a portion of the more active living space (living room, kitchen, family room) located toward the street/sidewalk side of the dwelling.
- DS 97. Provide a transition space between the public space (sidewalk) and the private interior space of the dwelling. The traditional covered porch is closely identified with such transition space, however, there are alternatives such as extended entry paving surrounded by a low fence, wall or landscape materials.

7.2.3 SECURITY OF INDIVIDUAL DWELLINGS

Providing a visual connection with the street can enhance the security of individual dwellings. Security and privacy are provided by limiting access to the rear yards of residences, providing surveillance along public access routes, and allowing solid fences or view-screening plant materials in selected locations.

- DS 98. The primary entry to any dwelling shall be visible from the street.

7.3 ONE FAMILY RESIDENCE SPECIFIC PLAN COMBINING DISTRICT (R-1/SP) DEVELOPMENT STANDARDS

Parcel 1 may provide single family detached residential lots in which a variety of residential types and streets could occur. In order to achieve flexibility that would encourage a creative approach to the neighborhood design, the One Family Residence District (R-1) Standards set forth in the Zoning Regulations (Article 5) shall be amended to R-1/SP on Parcel 1 in the Harter Specific Plan as follows:

- DS 99. Minimum Lot Size: 4,500 square feet, 5,000 square feet for corner lots.
- DS 100. Minimum Lot Width: 45 feet with the exception of cul-de-sac lots, elbow lots, and lots on curved streets which may have a minimum lot width of 45 feet measured at a point 20 feet from back of curb on a straight line tangent to the 20 foot setback line.
- DS 101. Minimum Front Yards: The minimum front yard setback will be 12.5 feet for the livable area and/or porches measured from the back of sidewalk. The garage shall be set back a minimum of 20 feet from the back of sidewalk for front-on garages and 16 feet for side entry garages.

Supplemental design standards in the (R-1/SP) District in the Harter Specific Plan shall be as follows:

- DS 102. In order to encourage an attractive variation in residential facades along the street frontage, a minimum of 25% of the residences in each subdivision shall have the garage located behind the livable area or porch. The front setback to the garage front of any two adjacent garages shall vary by a minimum of two feet. The intent is to avoid the appearance of a solid facade of building fronts, particularly garage doors.
- DS 103. Where the face of the garage is even with or protrudes in front of the livable area or porch the facade of the garage shall be broken in two distinct bays with a minimum offset of one foot between bays.
- DS 104. Alternative driveway designs such as shared driveways, single width driveways and curved driveways shall be applied to a minimum of 20% of the residences in a subdivision in order to reduce the repetitive appearance of driveways along residential streets.

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